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Hongkong, 3rd January, 1901. 121

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NOTICE.

MEMBERS requiring Stand or Stable

Accommodation in the Jockey Club

Compound during the forthcoming Training

and Racing Season are requested to apply to

the undersigned not later than SATURDAY,

the 19th October.

By Order—

T. F. HOUGH,

Clerk of the Course.

Hongkong, 12th October, 1901. 1289

HONGKONG CLUB.

A GENERAL MEETING of the Members

of the above Club will be held in the

Club House, on WEDNESDAY, the 23rd

inst., at 5 P.M. The object of the Meeting

is set forth on the Club Notice Board.

By Order of the General Committee,

O. M. D. BELL,

Acting Secretary.

Hongkong, 10th October, 1901. 1244

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Hongkong, 12th February, 1901. 1642

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Hongkong, 2nd July, 1900. 158

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THE HONGKONG DISPENSARY,

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The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 19th October, 1901.

The action of the Chinese Government in reference to the prosecution by foreigners of trade in the capital can only be designated as petty ill-feeling. It seems that a number of foreign merchants and traders, encouraged so to do by the presence of the army of occupation, established hongs and stores outside the Legation Quarter. The Chinese Government, so soon as the evacuation by the foreign troops had been carried out, lost no time in addressing a note to the Foreign Ministers calling attention to the existence of these firms and stores, and requesting that orders should be given to them to re-transfer their business without delay to the Treaty Ports. Now it is quite true that Peking is not a Treaty Port, and that the Chinese are within their rights in refusing to allow foreign trade to be carried on in that sacred and odorous city. But, on the other hand, it could do the Chinese mandarins no harm to permit such trade to be carried on, and, as a matter of fact, a limited business in curios and stores was permitted before the recent murderous attack on the Legations. In Tokyo, too, before the Treaty of 1894 with Japan was concluded, by which the country was opened up to foreigners for trade and residence, foreigners were allowed to conduct trade. It is rather a remarkable circumstance that this privilege to trade in Peking and reside there was not included in the terms of the new agreement with China. We have just made a tremendous concession whereby payment of the indemnities will be rendered comparatively easy, and practically we have got almost nothing in return. Unless the collection by the Foreign Customs collectorate of the native Customs at Treaty Ports be regarded as a special concession, we have practically gained nothing. The precautions taken to secure the future safety of inmates of the Legations cannot be so regarded; they are simply measures to prevent a recurrence of a savage attempt to wipe out the foreign representatives in the capital.

But the Chinese Government, which has, in some cases, been dealt with tenderly, and throughout with leniency considering the frightful nature of the outrage so calmly sanctioned, is, as usual, incapable of appreciating such consideration and simply

sets it down to weakness and ineptitude on the part of the Western Powers. On the very first occasion, and without loss of time, the so-called Imperial Government have shown their teeth and in effect promptly reminded the hated foreigner that he need look to China for no favours in the future. It may be intended as a hint, perhaps, that the Dragon's teeth have not yet been drawn, and if so it may prove timely. We are wont to be far too easy-going, too prone to condone breaches of Treaty stipulations, to allow of strained interpretations of their meaning. After the conclusion of the Treaty of Tientsin, the Chinese Government commenced without delay to whittle down the value of its provisions by the imposition of fresh and illegal inland duties and by placing all possible obstructions in the way of trade with the interior, while even the Maritime Customs were recently instructed to make regulations that neutralised the value of the right to trade on the Inland Waters of China, only gained after prolonged negotiations and as compensation for many wrongs suffered and injuries unredressed. Indeed, the history of Treaty relations with China may be summed up as one long struggle to secure the recognition of Treaty rights. In no other country in the world, we imagine, has such a continuous fight had to be made against bad faith, corruption, trickery, and evasion. In none, probably, have valuable rights been lost and opportunities wasted to such an extent by want of perseverance and energy in dealing with this official obstruction and bad faith as in the Central Kingdom.

It might well have been thought, with the experience of the last forty years to guide them, that the Treaty Powers would have taken good care to obtain such guarantees for the fulfilment of existing Treaty provisions and the concession of such new privileges as are necessary to secure the smooth working of the Treaties. But it is to be feared that, while conceding to the Chinese Government what virtually amounts to the doubling of the tariff, the Powers have neglected to insist on the stipulations requisite to make the inland waters navigation a real benefit and the right to trade with the interior something more than a mere name. Such little matters as the right for foreigners to reside and trade in Peking, if so inclined, should also have been demanded, because, though the volume of such trade is never likely to be great, it ought, after the outrages of 1900, to have been insisted upon and efforts made to open up the Chinese capital to foreign influence as much as possible. This chance was evidently forgotten or overlooked, and the Chinese Government have accordingly been able to inflict their first check upon the intruding Westerners. We may be sure that, if the Empress Dowager continues to hold the reins, it will only prove the prelude to others. Every possible impediment to enterprise in China will be trotted out and worked for all that it is worth. The Customs will continue to interpret the Inland Waters Regulations to our detriment, and prevent any development of trade in the navigation of the West River and other inland waterways of South China. The mandarins will invent new taxes to take the place of *leth*, and all the old struggles against illegal taxes will have to be renewed. This may sound very pessimistic, but a lengthened experience of Chinese ways and wiles and of the indifference or want of vigour of our own Foreign Office has taught us the folly of expecting much from an amendment of the Treaties. Blessed is he that expecteth little from either his own Government or that of China, for he will not be disappointed. Those who fondly think that the Boxer outbreak has cleared the air and straightened the way for reforms and improvements in China will prove to be greatly mistaken. The forces of progress in the Celestial Empire are at present very much under a cloud, and it is improbable that they will be able to make themselves felt materially for many years to come.

With all due deference to the Colonial Secretary, we cannot agree that the Hon. T. H. WHITEHEAD's remarks at Thursday's meeting of the Council on the difference between the estimated and the actual figures of revenue and expenditure in the New Territory were misleading. They were not calculated to throw any light upon the subject, it is true. The Hon. Unofficial Member was asking for light, we imagine, not proposing to give it. As a matter of fact, the officials themselves threw no light at all. The Hon. J. H. STEWART LOCKHART said:—"The report stated that 'the probable revenue would be. That 'revenue had not been raised; it was found 'impracticable to raise it for reasons which 'he did not propose to enter into then. 'With regard to the question of land, the 'Hon. Member must be aware of the great 'difficulties which the Government had had 'to encounter. It had met with obstacles 'which even one with his (the Colonial 'Secretary's) experience of Chinese had not 'foreseen. This was the first instance where 'a Western Government had attempted to

"take over a large tract of Chinese territory 'and administer it.' Perhaps that fact 'would strike the Hon. Member with its 'full significance, and illuminate the dark- 'ness in which he now seemed to exist." We should be glad to see the full significance of the fact brought forward by the Hon. J. H. STEWART LOCKHART and to have our darkness illuminated, but we confess that our state of gloom remains the same as before the Colonial Secretary's attempt at illumination. As the Colonial Secretary "did not propose to enter into the reasons," we do not see that this is to be wondered at. No one is so foolish as to deny the great difficulty of our task in the New Territory. H.E. the Governor rightly pointed out that the existence of so many claims to land was the main obstacle in our way. He went on to say that until the man to whom the land belonged was found the Government, much as it desired and was entitled to revenue, could not say: "We want so much money on this land." Apparently, then, the enjoyment of the land during the two years of our occupation is to be left purely gratuitous. We hear nothing of any retrospective taxation on those whose claims have been confirmed or of any charge for temporary occupation on those whose claims are now found invalid. H.E. the Governor knows that there is such a thing as justice to oneself as well as justice to others; this is not less true now than in the days when PLATO wrote the *Republic*. If the Hongkong Government is determined to throw away money, to which it is entitled by the fact that the occupiers have had a two years' enjoyment of the land, then it cannot claim to be just—especially as the deficit has to be made up by us, the taxpayers of Hongkong. We should like to think that we are wrong; but there is nothing in any official or other statement to show it.

The Volunteer Corps camp at Stonecutters Island commenced yesterday.

Yesterday the French transport *Nive*, of sinister memory, left for Tonkin.

The Hongkong Rifle Association do not hold a competition to-day, but the range will be open for practice.

The series of blank plague returns continues to come in, and another week passes to-day without a single case.

The sale of furniture at the late Mr. J. J. Francis's house at Magazine Gap will be resumed to-day at 11 a.m.

The usual weekly prayer meeting will be held in the Music Room of the City Hall on Monday at 5.15 p.m., when Mr. John Pitt will preside.

We have received from Messrs. Price & Co., the agents for "D.C.L." Whisky, Blatz Beer, and Canadian Club Whisky, a number of small but useful articles advertising these excellent brands.

The Royal Engineers' Variety Club give a variety entertainment, followed by a farce entitled "Sudden Thoughts," at their theatre in Wellington Barracks to-night. Many good "turns" are down, and the entertainment should be a good one.

In view of the many enquiries made with regard to the new rickshaws in the Colony, we may state that they are on exactly the same footing as the old. In fact, they are "first-class" only in so far as they are better-fitted, vehicles. Coal-coolies, etc., are quite entitled to use them, so that we have yet to wait for the first-class rickshaws which were spoken about last year.

By kind permission of Lt.-Col. Baillie and Officers, the band of the 22nd Bombay Infantry will play at the Hongkong Hotel this evening from 8 to 9.30 o'clock. Programme:—
March....."The Washington Post"..... Sousa
Valse....."Floradora"..... Kieffer
Selection....."The Messenger Boy"..... Monckton
Gavotte....."Tunio"..... Perdue
Polka....."Chic"..... Wheeler
Selection....."The Pirates of Penzance"..... Sullivan
"God Save the King."

The *Bangkok Times* quotes the following from a Burma contemporary:—"Burma is progressing by frantic leaps and bounds; and even the golfers have had the moral courage to actually observe the Sabbath, not by giving up their play, but by going so far as to allow that, if any golfer has scruples about competing for the cup on a Sunday, and elects to play on another day, he shall not be disqualified." Have any golf-players in Bangkok, asks the *Times*, got scruples about playing on Sunday?

The *King*, which gives a portrait of the Crown Prince of Siam, in noting his return to London from the Glasgow Exhibition, says: "He comes from a land which fifty years ago was as remote from civilisation as Tibet is at this hour, yet the progress of Siam under an intelligent and civilised ruler has drawn East to West, and in the union has made a good Englishman of that ruler's son. King Chulalongkorn once wrote to his sons these words: 'You must not brag of the fact that you are royal princes, nor allow your attendants to do so. The expenses of your education I defray out of my private purse, not at the expense of the State. It is better that I should spend my money than that I should leave you a fortune, for your education is of lasting value, and you cannot be robbed of it. I consider it as the most valuable inheritance, and will give the same good education even to the least developed of my sons.' Remember, it is not as easy to earn money as to spend it."

In Amoy harbour on the 14th inst. there were two British and two Japanese warships—H.M.S. *Asura* and *Albion*, and the Japanese cruiser *Tatsuta* and *Suma*.

M. Cazale, who represented the French syndicate which negotiated a loan for five million yen with the Korean Government some time ago, has just died of consumption at Paris.

Marquis Kuroda, the Vice-President of the Japanese House of Peers, whose seven years' term of office has expired, has been renominated by the Emperor for another term.

A St. Petersburg telegram, dated September 18th, says:—"It is understood that negotiations have already been concluded with the Rothschilds for a large loan, to be issued at about the end of the year. The Tsar's visit to France is expected to facilitate the placing of the loan. The sum mentioned is a billion francs. It was understood soon after the first loan that it was merely a first instalment."

Joseph A. Wildman, an "United Brethren" minister, was tarred and feathered by a crowd of 100 at Huntington, Indiana, on the 16th ult., because on Sunday night he rose in a prayer meeting in one of the city churches and said: "I suppose there have been more lies told from the pulpit and sacred desk to-day than has ever known before. While I want to give all honour that is due Mr. McKinley, still when he was living he was nothing but a political demagogue."

According to reliable news just received, says the *Indian Textile Journal*, the much boomed Nushki route to Persia (via Seistan) is a fraud. Two parties of traders from Bombay were recently robbed and sent back *minus* goods and money, and travellers wishing to start from Quetta find the dealers in all sorts of travelling gear and animals solidly combined to fleece them. There is no route, properly speaking, and the authorities at Quetta can offer neither assistance nor protection to the travellers.

A secretary of a county cricket club, writing to the *Times* on the subject of cricket-reform, says:—"I would urge that the drawn game is often an excellent result. Take the case of a match between a strong and a weak county, the latter taking the field first. The captain of the stronger team has the advantage in every way and has three days given him for the match. The problem is how to win in three days. He ought to solve that. And I respectfully submit that if the weaker county can save the game a draw is a highly proper finish."

As the date of the next Henley stewards' meeting draws nearer, writes a home paper, interest in Mr. W. H. Grenfell's closure resolution, regarding the future admission of foreign competitors at the Regatta, increases. That fine all-round sportsman's current suggestion that club meetings should be held to discuss the position is an excellent one. Expert opinion appears equally divided on the subject of foreign entries at the Royal meeting, hence the stewards will have to decide a momentous issue. The stewards met in the last week of this month, as at present arranged.

The *San Francisco Chronicle* last month wrote:—"The ancient astronomical instruments located from the great wall at Peking have landed in the park at Sans Souci, in Germany. The French Government refused to allow the instruments to be landed in France, and the German newspapers are pretty unanimously condemning their retention in that country. Sans Souci was once robbed of its art treasures by Napoleon Bonaparte, and the act has ever since been denounced by German historians as one of vandalism, and yet Napoleon was genuinely at war when he looted Sans Souci, while Germany disclaimed being at war with China when Peking was stripped of these scientific instruments."

A disgraceful incident took place at the meeting of the Cork Corporation on the 13th ult., when Sir John Scott moved a resolution of sympathy with the American people in the blow that had fallen upon them in the attempted assassination of President McKinley. A Labour member proceeded to oppose the resolution. He said that McKinley was never the friend of Ireland, but he was the friend of England up to the hilt. He did not see why the second city of Ireland, "rebel Cork," should pass this vote. The Lord Mayor said that they did not approve of the attempted assassination, but he urged that the motion should be dropped. Sir John Scott added that he did not expect a single dissentient voice, or he would not have moved in the matter. The Lord Mayor refused to put the resolution, and no further action was taken.

The *San Francisco Chronicle* of the 14th ult. says:—"The British Government has begun to earnest the preliminaries for the construction of a Pacific cable from British Columbia to Australia. The cable-survey ship *Britannia* is now at Honolulu, having surveyed the route from Adelaide to Fanning Island, which lies in 8 degrees 18 minutes north latitude and 157 degrees and 7 minutes west longitude. The point in which the United States is more particularly interested at present is contained in the statement that the route of the British cable will pass within 200 miles of Honolulu. The nearest station will, however, be at Fanning Island, 700 miles away. At Honolulu there is some talk of organising a private company to lay a cable to Fanning. It is estimated that the total cost will be only \$500,000. It is an enterprise which deserves encouraging. If carried out it will place us in telegraphic communication with the Territory pending the construction of a trans-Pacific cable direct from this port to the Philippines via Honolulu, on which Congress at the next session will probably take favourable action."

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

GENERAL NEWS.

LONDON, 18th October, 10.10 a.m.

U.S. NAVAL BUILDING.

The United States Naval estimates provide for \$99,000,000 to build three battleships and two cruisers.

AUSTRALIAN TARIFF.

The Federal House is vigorously debating the Australian tariff. There is a growing feeling against the Government proposals.

THE GERMAN TARIFF SCHEME.

The *National Zeitung*, discussing the German tariff scheme, says that Count von Bulow may find himself unable to adopt the proposed standard. The Agrarians would support the scheme, and the consequence would be a depression. A six-months' tariff war would drive the commercial and industrial worlds to desperation.

REUTER'S SERVICE.

LONDON, 18th October.

SOUTH AFRICA—ANOTHER EXECUTION.

Wolfsard, another of Lotter's officers, has been shot.

COMMANDANT BOTHA'S MOVEMENTS.

Commandant Botha's main body is still in the neighbourhood of Pongolabach.

CHINESE CUSTOMS REVISION.

The Foreign Office has announced that Sir Alfred Bateman and Mr. Alford, late Chairman of the Shanghai Chamber of Commerce, have been engaged for some time in revising the Chinese Customs in accordance with the Protocol, Sir James Mackay and Mr. Anderson, of Shanghai, co-operating.

LONDON, 18th October.

LOSS OF THE "COBRA."

At the *Cobra* court-martial the loss of the boat was attributed solely to structural weakness.

LONDON, 16th October.

A BRITISH SUBMARINE.

A new British submarine has been tested for three hours upon the gridiron, not in water, at Barrow. The purpose of the test being to ascertain the breathing capacity of the crew with all apertures closed was very satisfactory [sic]. The vessel will begin her sea-trials shortly.

CRICKET.

The match to-day on the Cricket Ground will be the Hon. Secretary's team v. the President's team, the game starting at 11 a.m. sharp. The following will play:—

President's team:—M. J. Doctor, Major Dorehill, E.A., Capt. Clapham, E.A., Capt. Cadogan, R.W.F., J. E. Lee, C. M. G. Burnie, Lt. Clifton Browne, R.N., J. Hooper, Lt. Burke, 22nd B.I., Mr. Franklin, R.N., Morrison, R.N., and T. Sercombe Smith.

Hon. Secretary's team:—A. Mackenzie, Capt. Waymouth, E.A., Lt. Ross, R.N., Lt. Kriakimbeck, 22nd B.I., Major Dyson, A.P.D., Commander Woolcomb, R.N., F. Maitland, Capt. Rotherham, R.W.F., W. E. Dixon, P. W. Goldring, Private Treedy, R.W.F., and P. A. Cox.

A match will also take place at 1.45 p.m. on the Happy Valley ground, between H.M.S. *Tamar* and a H.K.C. Club Eleven. The following will represent the H.K.C.C.:—

G. R. Edwards, G. Grimble, R. J. Gerrard, A. R. Lowe, J. A. Woodgates, K. W. Mounsey, T. J. Wild, W. R. Robertson, C. P. Jordan, W. G. W. Worcester, and J. Brown (Capt.).

LATEST STEAMER MOVEMENTS.

The P. & O. steamer *Mazagon* left Singapore for this port on the 18th inst. at 6 a.m.

The N.Y.K. steamer *Hibachi Maru* (European Line) left Singapore for this port on the 17th inst. and is expected to arrive here on the 22nd inst.

The N.P. steamer *Queen Adelaide* sailed from Kobe for Tacoma on the 17th inst.

The U.P.E. steamer *Empress of Japan* arrived at Vancouver on the 17th inst. at 7 a.m.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE SUBSCRIPTION TO THE MEMORIAL.

TO THE EDITOR OF THE "DAILY PRESS."

17th October.
Sir,—I see from a notice in your paper that a meeting is to be held in connection with the Fund to erect a memorial in London to Her late Majesty Queen Victoria, and H.E. the Governor has consented to be present.

As a subscriber to the said Fund I shall be glad to learn, with many others, H.E.'s explanation as to why he did not state, when he initiated the public subscription list, his intention after that list was closed to vote \$50,000 of the colonial funds as an addition to such subscription?

I think this explanation is due to the community because there is no doubt that, had the public been aware that Colonial funds would be used to supplement their subscriptions, they would either have declined to subscribe or would have reduced the amount of their subscription.

It may also not be out of place to remark that the amount sent from this Colony is enormous, compared with the reasonable sum given by Singapore (\$10,000); and in face of the heavy expenditure the Colony is bound to be put to in connection with the Sanitary Commission and its recommendations, the Council had no right to vote such a sum.

In spite of the carefully prepared speeches at the Imperial Council meeting when this sum was voted, the action of the members of the Council was distinctly unrepresentative. The community had already given very material evidence of its reverence for Her late Majesty, and needed not the extravagance of H.E. and Council to accentuate it. The sum voted—without reference to the subscribers to the public fund—could have been expended on many things in this ill-run Colony and been a permanent tribute of respect to Queen Victoria.

The action of H.E. the Governor and the ready acquiescence of the majority of the Unofficials would show that the next thing to be accomplished in the way of reform is the re-organisation of the Legislative Council. It is preposterous to suppose that H.E. the Governor, backed up as usual by Mr. Chatter, can play ducks and drakes with public revenue intended to be spent on the advancement of the Colony, whilst the other Unofficial Members sit by and gaze on, silent or indifferent. One cannot fail to be impressed with the fact that matters seem always to be as nicely "cooked" as the Council is nicely packed. To represent the ratepayers we have three bankers, two of whom come from one office; the biggest landowner and householder in the place; and a merchant, who is also a big landlord. Such constitute the Unofficials who are elected—not by the people—to represent the ratepayers, check official extravagance, and guard the civil rights of the community!

I am afraid I have wandered from the original point, but H.E.'s explanation as to his silence, whilst the subscriptions were being collected, concerning the vote which followed is awaited by many.

The explanation of the action of the Unofficials, the Hon. C. P. Chatter's in particular, in acquiescing in this vote will likewise be read with interest.

Singapore gave \$10,000; Hongkong readily subscribed \$30,000, which was not enough in H.E.'s loyal opinion, who increased it with the consent (?) of the Unofficials by \$50,000.—Yours, etc.,

A SUBSCRIBER.

QUEEN VICTORIA MEMORIAL FUND.

FINAL LIST OF SUBSCRIPTIONS.	
Amount already subscribed	\$50,070.60
Hongkong Government	50,000
Chinese Subscriptions	29,134.63
Sir Henry A. Blake, G.C.M.G.	250
Hongkong & Kowloon Wharf & Godown Co., Ltd.	250
Douglas Steamship Co.	100
Hongkong & China Gas Co.	100
A. Fooker	100
North China Insurance Co.	100
J. E. Michael	50
H. M. H. Nemesse	50
W. Bowdler	25
B. Brumby	25
M. Stewart	25
Wai On Tsung	25
A. Ahwee	25
J. Brown	25
Dr. G. Apicelle	20
Heurmann Herbst & Co.	20
H. H. Gomperts	15
H. B. Bragg	15
A. E. Grieg	10
M. W. Scott	10
B. Kozharov	10
B. E. Hanson	10
J. R. Wood	10
E. N. Irving	10
A. H. Chinoy	10
W. J. Tatcher	10
W. J. Newland	10
E. H. Halifax	10
Huang Ping	10
T. A. Webster	5
J. N. Macdonnell	5
W. C. Barrett	5
W. A. Sims	5
Total	\$130,600.23

* We regret that we are unable to publish the names of these subscribers (some 300 in number) in extenso, owing to the other claims on our space.

A very original essay by a child on water has been quoted lately. One or two of the writer's ideas upon the subject are strikingly novel. For instance, he divides all water into four sub-headings—rain water, soda water, holy water, and brine. "Rain water," he continues, "is used for a good many things. Sailors use water to go to sea on. It is a good thing to fire at boys with a water gun, and to catch flies in it. But the strangest of all uses for water is this: 'Nobody,' he says, 'could be saved from drowning if there wasn't water to pull them out of.'

SPORTING AND OTHER NOTES.

All the fixtures for the inter-colonial matches cannot be definitely made until two or three weeks later, but according to present arrangements Hongkong will play the Straits on the 11th and 12th, and the afternoon of the 13th will be kept for tennis. On the 14th and 15th, Hongkong will probably meet Shanghai, leaving the morning of the 16th free to finish off the match if necessary and the afternoon for the rest of the tennis matches. It is too early yet to say anything about the selection of a cricket team, as members have still three weeks' practice in front of them, and the selectors are not likely to pick their eleven until the last moment. It is the same with tennis—there is not much to choose between Pinckney and Pontifex, and Hancock is probably as good as either. The final selection will have to stand over until these three have played a few sets together and it can be seen who is showing the best form at the moment. The probability is that they are about level in singles and that Pinckney and Hancock will make the best combination for the doubles. Shanghai is no doubt bringing down strong teams both for cricket and tennis, and I hear they are willing to lay 3 or 4 to 1 on their Cricket XI, which shows great confidence considering the glorious uncertainty of the game. The Straits, on the other hand, are probably not over strong, as it appears that few, if any, of the Native States cricketers have been able to get away, and the team will be made up almost solely of Singapore players, and probably not nearly as strong as the last XI they sent up.

I have read with much interest the letter of "A Rowing Member" in your evening contemporary, and although I am always open to correction, I believe the V.R.C. did try to get up a regatta last year and also the Boat Club, and the result of their efforts was an international race, a scratch four-oar race, and a tub-race held under the auspices of the Boat Club. Perhaps I should have said that neither Club could get up a regatta and finally the Boat Club held a few races confined to their members only, as mentioned above. However, I am glad to hear the rowing spirit in the V.R.C. is now reviving and that they are holding a regatta this year, and I hope the Hongkong public will be as much interested in the various competitions as they were in years gone by.

The owners of griffins decided to make an allowance of 2 lbs. per 1 inch, and that is a fair allowance in these griffin-races, where the difference in height between the highest and lowest animal is so great. 13.5 is set to carry 10st 2lbs. and 14.3 will therefore carry 12st 2lbs, which is enough for any horse to race under. There are only four or five animals under 14 hands, and it appears to be hardly necessary to make the bottom weight as high as 10st 2lbs.—it might easily have been lowered 4 or 5 lbs., as there are always a few riders who can ride about 10 stone or just under. As regards the letter in your issue of 12th by "Onlooker," the question is: Is it not better to work on the experience gathered in India and the Straits after several years racing than to try and prove from the results of one meeting in Hongkong that the Indian weights are all wrong. Hayes and other authorities in India, where the difference was 8lbs. an inch, said that difference would never bring a 14 and 14.2 together, and when the difference was raised to 12lbs. an inch they looked upon the scale in much the same way. How too is it possible to draw conclusions (if it is possible to draw any conclusions from the result of one meeting) when the griffins last meeting were such an uneven lot—three or four horses being of a much better class than the others. As to Rheingold beating Glory at 13 miles, Glory could walk away from Rheingold at a mile, and the fact of Glory being a short or medium distance horse and Rheingold being on the other hand a stayer does not prove anything as to the correctness or otherwise of the weight per scale. It is no rare thing to find a horse that can give another several pounds at a mile and be utterly beaten receiving weight at 13 miles. I believe there are no pony races in Singapore now, but I am told that in the galloway and pony races in the native States and Penang (racing under the rules of the Straits Racing Association), they race under much the same conditions as in Hongkong, viz. 5 furlongs to 14 miles and carrying 11.7 or even 13st in the handicaps down to 9st. or so. In India I know the weights are less, and if they race with professionals there and carry 10st 2lbs. and under, and thus run less chance of breaking down their animals, that is no argument as to altering the scale of weight. An animal 14.2 carrying 10 stone who can beat a 14 hands carrying 8st 4lbs. is more likely than not to beat the same horse at differences of 11st 10lbs. and 10 stone. There is no certainty, by any means that the smallest griffin will not beat the rest at even weights, but that is only likely to happen if it is much better-bred than the others. A thoroughbred 14 hands with fair bone and stamina will in 99 cases out of 100 beat a 13-hand 14.2, but in the coming griffin races where as far as one can judge at present there are 40 or 50 of the best animals of much the same breeding, I doubt if the smallest has much chance.

There is one sport, and a good sport too when rightly managed, that never has had any proper show in this Colony. Why, I am sure I don't know. I allude to cycling. Why is there no cycling track in Hongkong? Voices seem to buzz round at once. "Oh! it is not required, we have quite enough sport with our racing, our golf, our cricket and football, our polo and our lawn tennis, let alone other amusements which we indulge in at odd times, such as bathing, etc., without cycling on a track; let alone also the expense of such a thing." I know all that. I contend, all the same, that there are several who go in for many of the sports I have just named who are cyclists and

who would come forward at once and, were any practical effort made, would go in for the thing heart and soul. "There's no sport in it," I can hear some say. Is there not? Have you ever seen good cycling, good races properly organised on a good track with good riders? I am getting on myself in years, but I can recollect many a good race at home in days gone by. The names of Joe Synner, Gatehouse, Adams, and many others, even now rise before one's mind as names to conjure with. They are the names of men who, one may say, began the sport; others took it up, and followed in their track—a countless host of others, too numerous to think of, hailing from all quarters of the globe. They found the sport fair to middling at any rate, but they had tried it. Some of Hongkong's people have tried it, and they who have, I feel sure, would not object to do so again; those who have not tried it, let them have a try. I think they would soon come to look upon it as capital good fun, and jolly good exercise into the bargain. One difficulty is, where is a place to be found for a track? I have already suggested that a very suitable spot would be round the football ground next to the Race-course. There must surely be ample room to get a 3-lap to the mile track on that ground. The football need not and would not be interfered with, the same stand would serve for both cycle-racing, athletics, sports, and football, and the games could be played on the ground in the centre of the track. Access to the football ground by the players being easily afforded by an entrance either underneath the banking of the track or across a level part of it.

VETERAN.

SUPREME COURT.

Friday, 18th October.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR A. G. WISE
(ACTING CHIEF JUSTICE).

ALTERING A STAMP.

Wan Kai Mi, a clerk in the employ of Messrs Lamko and Roggo, shipbrokers, was charged with (1) altering, on 18th September, one impressed stamp on a charter party from \$2 to \$8, and (2) with, on 19th September, affixing a forged and altered stamp on a charter party, well knowing the same to be forged.

The following jury was empanelled:—S. F. de Jesus, J. Helms, A. Brockmann, J. Baggaridge, J. A. de Carvalho, J. M. P. Tavares, and A. McEl Beattie.

The prisoner pleaded guilty to both counts of the indictment, and after the Hon. H. F. Pollock, K.C., Acting Attorney-General, had summarised the case for the benefit of the jury, his Lordship passed sentence of two years' imprisonment.

UTTERING A FORGED BANK-NOTE.

Lau Chan was charged (1) with uttering a forged bank-note of the Hongkong and Shanghai Bank with intent to defraud, and (2) with being in possession of a forged bank-note.

The prisoner pleaded not guilty to both counts. The judge was retained. The Acting Attorney-General stated the case for the prosecution, after which evidence was led.

The jury consulted together for a few minutes in the box, and the foreman announced that by a majority of four to three they found the prisoner guilty as charged.

His Lordship, however, would not accept the verdict, as the majority was too narrow. On his suggestion the jury left the Court to consider their verdict, and on returning at the end of five minutes the foreman said that by five to two they had found the prisoner guilty.

Sentence of three years' hard labour was passed.

STEALING LETTERS FROM THE POST OFFICE.

Mai Kwai Leung was charged that he, on 12th September, being then a person employed by the Post Office, certain correspondence, to wit, four letters, the property of the Postmaster-General, feloniously did steal, take, and carry away, and also that he, on 12th September, certain correspondence, to wit, four letters, did secure.

The prisoner pleaded not guilty. The jury was the same as in the previous case.

The Acting Attorney-General, addressing the jury, said the evidence for the prosecution would show that the defendant had been employed for some time in the Post Office. Formerly he had been on outside duty, carrying letters, but latterly had been kept inside and performed various kinds of duties, amongst others that of stamping letters—putting the cancelling stamp on them. On 12th September Mr. Gutierrez, an officer in charge at the Post Office, heard another officer asking the defendant what he had in his pocket. The defendant said—"My pen-knife," and the officer asked—"Do you see your pen-knife?" Mr. Gutierrez then came close up to the defendant, whom he saw put a hand into an inside pocket of his jacket and pull out the letter produced in Court. The letter bore a ten-cent stamp of the Chinese Imperial Post Office, and was addressed to a person in Bangkok. On the back of it was a ten-cent Hongkong stamp, uncancelled. Mr. Costa, a clerk in the Post Office, just then came in, bringing with him three letters (produced) which he had seen the defendant place in the Tamsui box, and which Mr. Costa took out when the defendant had gone. There were no other letters in the Tamsui box at the time, and none of the three letters was addressed to Tamsui. One was intended for San Francisco, another for Trieste, and the third for Nagasaki. Each carried an uncancelled Hongkong ten-cent stamp on its face. Mr. Costa had mentioned in his evidence at the Police Court that he saw the defendant throwing other five letters in a basket, but these letters were despatched to their respective destinations, and were not the subject of the charge now preferred against the prisoner. Concluding, the Acting Attorney-General said it would be suggested by the prosecution that the motive which prompted the defendant to steal the letters was that he hoped to make a little money by selling to someone the uncancelled stamps on the letters.

Evidence was heard, and the jury, without leaving the box, unanimously found the prisoner guilty as charged.

ADULT ASSAULT.

Pun Lok was charged on three counts—(1) that he, on 18th September, at Hongkong, being then armed with a sword, did assault one Kwok Sui and one Tam Tui Sam, with intent to rob; (2) that on 18th September he did assault and beat one Kwok Sui, doing her bodily harm; and (3) that on 18th September he did

assault and beat one Tam Tui Sam, doing her bodily harm.

The prisoner pleaded not guilty. The jury that had sat through the other cases was again retained.

The circumstances of the case, as stated by the Acting Attorney-General, were to the effect that the witnesses for the prosecution lived in a house at 11, Dock Street, Hongkong. The head of the household, a blacksmith, was absent from the house at the time of the occurrence, which took place at half-past seven on the evening of 18th September. On that evening there were in the house the wife of the blacksmith and her daughter and daughter-in-law, also an infant child. A knock was heard at the door, and a voice called out the blacksmith's name. The daughter opened the door, and the defendant entered. He tried to shut the door, but the daughter prevented him from doing so. The defendant thereupon drew a knife, or sword, and on seeing this one of the women—the wife—rushed out crying "Save life." The defendant went up to the daughter-in-law, and struck her on the shoulder with his fist, afterwards threatening her with the knife. He next attacked the daughter, seizing her by the jacket and knocking her down. The girl rolled down the stairs into the street. The two women were alarmed by the noise, and rushed out. One of them, a cook, caught the defendant and gave him into custody. It was contended for the prosecution, concluded the Acting Attorney-General, that although the defendant did not take anything away he went to the house for the purpose of committing robbery, and was only prevented by the hue-and-cry that was raised. The defendant's story at the Police Court was that he was pointed out to the police in the street by the daughter, who singled out several men before she finally decided upon him.

After hearing the evidence of the blacksmith's wife and the two girls, and that of the cook who caught the defendant, the jury left the Court to consider their verdict.

On returning, after an absence of five minutes, the foreman announced that they unanimously found the prisoner guilty on all three counts. The sentence was five years' hard labour on each, first count and nine months on each of the other two counts, the sentences to run concurrently. His Lordship remarked that there was too much of this form of crime in the Colony at present, and that he must do something to try to stop it.

The Court adjourned till Monday morning at ten o'clock.

THE MEETING OF THE PLANETS.

[FROM A CORRESPONDENT.]

A rare and pretty phenomenon is the array of six planets in the western sky, visible these evenings, weather permitting, for a brief fortnight. The appearance at the same time, in the same part of the heavens, of six planets, that is of all, to be seen without the aid of a telescope, is a rare occurrence, though of far less interest to the astronomer than to the astrologer, if in this new century there be still any struggling adepts in that forgotten lore. Such a meeting of planets has not taken place for a century, perhaps not since the discovery of Uranus in 1781. They will come together again for another short fortnight next March, then they will part, holding on their several ways, never to be seen so close together again by mortal nose living.

The six planets were seen together from one of the heights of Macao, for the first time, on the evening of the 4th inst., about forty-five minutes after sunset. Mercury was then far enough south to be free from the Lappa hills, and to appear just above the southern slope. Next came Venus, the queen of all, and a little higher up Mars, losing something of his angry appearance in the soft twilight. Next, about half way between Venus and Jupiter, was Uranus, to be picked up with the naked eye only by one with sight undimmed and knowing exactly where to look. Young persons, with the edge of the sight undulled, discover the planet with ease, when its position is pointed out. Then comes Jupiter, the giant planet, on the eastern border of the Milky Way, and last of all Saturn, a little farther to the east. This display of planets will not be seen from the city of Victoria, nor I believe, from Kowloon, as the Peak will cut off Mercury, which is seen only near the horizon. About the middle of next week Mercury will be getting too low to be seen, and the present reunion of planets will be broken up. Moreover, the moon is getting high now, and when she is bright, Uranus can hardly be distinguished, even with the aid of binoculars.

What may not be the propitious horoscopes of happy infants born these favoured days under the light of six planets? But perhaps, alas, the ascendancy of the malignant Saturn mars the otherwise auspicious auguries. Let us hope at least that such a conjunction of planets this yearportends, if anything, something propitious for the century; or, to speak more Christianly, we may hope that He whose glory the heavens show forth, and to whom the morning stars sing together, may grant poor mortals of this little planet many years of true and solid progress, with a minimum of war and bloodshed, ere the coming together again of the earth's sister planets in the western sky.

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL.

20th October, 20th Sunday after Trinity.

Matins (11 a.m.).

Responses, Foral; Venite, Turner; Psalms, Hayes, Ouseley; Te Deum, Dykes in D; Jubilate, Hayes; Hymns, 370, 323, and 234; Kyrie, Marbecke.

Evensong (5.45 p.m.).

Responses, Foral; Psalms, Old Malody, Travers; Magnificat, Smart; Nunc Dimittis, Monk; Hymns, 371, 277, and 223; Vespers, Hymn, Ward II.

HAIR PRESERVED AND BEAUTIFIED. The only reliable preserver and restorer of the hair is ROWLAND'S MACASSAR OIL, which closely resembles the oily matter nature provides for nourishing and stimulating its growth, without which the hair becomes dry, thin, and brittle. It prevents baldness and scurf, strengthens the hair, and for children it lays the foundation of a luxuriant growth. Also in a golden colour for fair and golden-haired ladies and children. Ask Stores and Chemists for ROWLAND'S MACASSAR OIL, of Hutton Garden, London. [1384-1]

MACAO.

[FROM OUR CORRESPONDENT.]

Macao, 16th October.

CO-OPERATIVE ENTERPRISE IN MACAO.

Emulating the example of successful public company formation in the neighbouring Colony, and stimulated by the success which a smaller undertaking has proved to its promoters, the directors of the "Empress Economica" have had under consideration an amplified scheme taking in the parent company and enlarging its field of operation. In the draft memorandum of association which has been printed, and a copy of which is before me, the new company is described as a limited liability one, to be worked on the true co-operative principles, after the manner of the Rochdale workmen who set us the first example some sixty years ago. It is expected that a great deal of good will result from this new enterprise, the first, if we mistake not, in Macao, by lending young men to save money and to take that interest in the management of business affairs in this Colony now so conspicuous by its absence. It is proposed that the capital of the Company shall be \$60,000, divided into 600 shares of \$100 each. No difficulty is anticipated in the raising of this amount; indeed, my information goes to show that a far larger sum has already been privately subscribed. The head office of the Company will be at Macao, power being reserved to the Board of Directors (whose term of office shall be for two years successively) to establish agencies and branches at their discretion. In harmony with the principle of the undertaking the directors shall be paid only in proportion to the profits of the business, a sum equal to 10 per cent. of the net profits being set aside yearly for the directors' remuneration and of 3 per cent. and 2 per cent., respectively, to the sub-directors. As set forth in the memorandum of association, the company propose to deal in wholesale and retail provisions, tobacco, articles of dress, and others of domestic or ordinary use; to carry on the business of manufacturers of ice, aerated waters, etc., and to act as general and commission agents and warehousemen. The Company is empowered, for the last of the above purposes, to erect and to take leases of godowns, depots, and other stores. An arrangement, that can bring about the establishment of agencies here, through the medium of the Empress, of some of the large firms of purveyors doing such profitable business in Hongkong, must surely be hailed with satisfaction. No one can be blind to the fact that at present, and many tens of years past, every cent expended in Macao has found its way into Chinese pockets. With a properly and energetically managed concern which the "Empress" promises to be, offering goods at current market prices less rebate for cash payment and to shareholders, there should be no excuse for any money being spent in futile that does not ultimately revert to the benefit of one's own nationals. Much as the present prosperity of England has been attributed to the science which Adam Smith gave to the world in his *Wealth of Nations*, so, relatively speaking, in a smaller measure can the happiness of the integral parts of that excellent community of Macaotenses be contributed to by a judicious individual expenditure—on the daily necessities of life—wherein not only the law but the right of domestic economy is interpreted.

WANTED A BUILDING ASSOCIATION.

Following in the wake of this society, any public-spirited gentleman, possessed of the necessary technical knowledge of the subject, will render a public benefit if he will formulate and put into operation a scheme for a Building Association in Macao. At present, available building sites are so very cheap that any plan would appear to be feasible. I urge this upon the attention of those whose domiciles are here, because evidence is not wanting of the land-jobbing fend already directing his attentions to Macao. The recent completion of certain sales of the most desirable European residences along the water-front and the tentative negotiations for further acquisitions at what would, only a few years ago, have been considered fabulous prices are indications that history like that which has been chronicled in Hongkong may be repeated at Macao.

AN ANNIVERSARY.

In commemoration of the anniversary of the birthday of H.M.F.M. Da Maria Pia, to-day is observed as a public holiday. Official invitations have been issued to all the heads of departments (military and civil), to the Consular Body, and to public officers to attend a Requiem Mass to be officiated at the Cathedral on Saturday next for H.M.F.M. the late Dom Luis I.

TROOPS FOR MACAO.

The troopship *Africa* is expected here shortly with a garrison contingent to relieve the men of the Expeditionary Force that has been stationed here for some months past. In expectation of the *Africa's* arrival, telegraphic instructions have been received by the local Government ordering the detention of all public servants desirous of returning home until they can take passage by the troopship. Similarly all luggage must be conveyed to Lisbon.

Automobile Topics, a New York publication, searching for a substitute for the words automobile and motor-car, finds "an old Anglo-Saxon word which meant 'to drive a vehicle'—a word appended to the name of Thor, who drove his bucks over the rainbow with the noise of thunder and the flash of lightning as accompaniment. In this capacity he was called Auk-Thor. A trace of the verb 'auks' is left in one of the Norse languages, but its sense has been changed into that of 'to ride in a vehicle while some one else drives it.' The paper seems to think that "auk" fills the long-felt want, and that "storm auk," "gas auk," and plain "auk" for electric vehicles, are pleasing sounds which will motor their way into the language. Much as a word is wanted, we do not think the tendency of the automobile will be awkward.

POLICE COURT.

Friday, 18th October.

BEFORE MR. HAZELAND.

A CASE OF CONSPIRACY.

The case in which two Chinese shopkeepers are charged with conspiracy against another shopkeeper, in that they preferred a false charge against the latter, informing the police that he had robbed them of pearls to the extent of \$30,000, was called up and again adjourned till to-day at 10 a.m., defendants being released on \$500 bail each.

BEFORE MR. HALLIFAX.

CHARGE OF SWINDLING.

Francis D. Cruz and two Indians were called up to answer the charge of obtaining money from three other Indians on the pretence that they would procure them passages to Australia, which promise they failed to keep. Mr. E. J. Grist, who appeared for the prosecution, said that Mr. Hazeland at the last hearing suggested that defendants should refund the money to complainants, to wit, \$140 to each complainant, the amount obtained from them. The largest amount had been refunded, but it now transpired that defendants refused their consent to have the money found on them by the police turned over to complainants.

Chief Detective Inspector Hansen explained that the charge first was only against Cruz, but later on the very man who swore a warrant against Cruz was found to be his accomplice, as well as another Indian.

First and second defendant, both Indians, were asked if they consented that the money (\$8.99), found by the police with a Chinaman at No. 19, Queen's Road East, with whom second defendant deposited it, be retained and turned over to complainants. They refused their consent, and consequently the case was proceeded with, all three defendants pleading not guilty. The first complainant, Gurnam Singh, examined by Mr. Grist, stated that on the 7th instant he gave \$140 to Isa Singh, first defendant, to get him a passage to Australia. Defendant failed to do so, nor did he return the money. Sundra Singh and Bishan Singh were present. Witness first stated that defendant gave the money to third defendant, Cruz. Witness was present and saw the transfer of money. Cruz told him, when they arrived at his house, to go away as the children were frightened. He went, leaving first defendant and the money behind, and here admitted that he did not witness the transfer of the money. He saw the first defendant next day at Messrs. Butterfield and Swire's office, who told him in reply to a request for the return of the money, that he would get it back from third defendant. When again asked for the money, first defendant told him to wait; then in witness' presence, the latter asked Cruz for the money. Cruz answered he had five men's money, the others three men's. Cruz had returned the money to the five men.

Sundra Singh told a similar story, adding that he had no transaction with second and third defendants, having only negotiated with first defendant.

In answer to a query by the court if he had any reason to believe that third defendant had anything to do with the transaction, witness replied, No.

At this stage at the request of the prosecuting counsel, and Inspector Hansen having objection, his Worship discharged Francis D. Cruz, as the evidence of the last witness was unable to prove criminal complicity against him. Cruz, however, was detained as a witness against first and second defendants.

Bishan Singh, the third complainant, stated that he gave first defendant \$140, to obtain for him a passage to Australia.

Francis D. Cruz stated that second defendant came to his place and told him that three men wanted tickets to Australia. First defendant accompanied the second. They paid him no money, however. He told them he would enquire. He found out it would be impossible to obtain the tickets and told them so the next day. Complainants asked him to give back the money. He referred them to the two defendants who had the money. He went to lay a charge against the second defendant at No. 2 station, when he found that already one complainant had tried to prefer a charge against him. The Inspector in charge told him to find the men and get the money back. He took a ricksha and went. When he found the men they assaulted him.

First defendant said he handed \$420 to witness in the presence of the three complainants.

Cruz further stated that he overheard first defendant asking second, as they were exercising in the goal-yard, while awaiting trial, where the money was, when the latter replied, "Oh, the money is all right! I left it with a Chinaman," intimating at the same time where he banked it, to wit, with the man in whose employ he was.

Chief Detective Inspector Hansen testified as to the recovery of the \$239 from a Chinaman at No. 19, Queen's Road East, the place pointed out by Cruz.

Inspector H. G. Baker stated he had searched the prisoners after they were taken in custody, and found \$55 on first defendant and \$30 on second, all in notes.

Ma Sam, a rent-collector of the Ying Wo shop at No. 19, Queen's Road East, testified to the \$239 found with him by the police having been deposited with him by second defendant, an employee, on the 8th inst.

First defendant, when asked what he had to say, reiterated the statement that the \$420 he received from the three complainants he gave to Cruz in their presence.

Second defendant stated that he had not received any money out of the transaction. In answer to a question by the Court if he had a previous conviction against him, he replied, "Yes, seven days on a false charge."

Mr. Grist requested his Worship that the money found on the two defendants and the \$239 deposited by the second defendant with the Chinaman, be handed over to the three complainants, who, owing to having been swindled out of all they had by defendants, were now perfectly destitute.

His Worship sentenced the two culprits on the charge of larceny under section 3 of Ordinance 7, of 1885, to six months' hard labour each, and ordered the money found, a total of \$384, to be restored to complainants.

EXPORT CARGOS.

Per M.M. steamer *Indus*, sailed on the 23rd September. For Marseilles:—156 bales raw silk, 268 bales waste silk, 2 cases silks, 6 cases feathers, 8 cases curios. For Havre:—1 case furs. For Lyons:—254 bales raw silk. For London:—21 bales raw silk, 130 bales waste silk. Per steamer *Savagahana*, sailed on the 27th September. For New York:—23,986 rolls madding, 2,014 boxes cassia, 1,038 pkgs. fire-crackers, 1,300 boxes palmifans, 1,077 cases fans, 941 boxes tea, 842 bales rattanware, 600 cases leather brushes, 600 cases ginger, 405 bales strawbaskets, 103 cases Chinaware, 84 bales cane, 70 cases gallnuts, 32 cases teatsticks, 30 bales rushbats, 30 cases staranised oil, 516 pkgs. merchandise.

JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report, dated Hongkong, 18th October:—A moderate business has been transacted during the week under review, and sales in many instances have improved.

BANKS.—Hongkong and Shanghai have ruled somewhat easier than before, but no material change is made in the rate, which stands at 620 sellers. The London quotation is unchanged at 462. 5s. 0d. Nationals are on offer at quotations.

MARINE INSURANCES.—Unions have improved to 335 with sales and further buyers. China Traders sold at 330 and are obtainable at the rate. North Chinas are wanted at 115. 190. Canton Insurances are in demand at 115 ex the dividend of \$13 for 1900, paid this day.

FIRE INSURANCES.—Hongkong have improved to 355 and are wanted. China Fires sold at 344 and are now required for at 344. Shipping.—Hongkong, Canton and Macao's China have been placed at \$147, \$143 and \$149, and \$150 is now asked. China-Manila are steady at \$60. Douglases have sold at \$47 and there are further sellers. Star Ferries (old) are wanted at 324; the new shares are obtainable at 324. Shell Transports are offering at the reduced rate of £2. 5s. 0d.

REFINERIES.—China Sugars sold and are required for at \$150. Luxons have further declined to 227 with sellers.

Mining.—Fanjun have receded to \$44 with sellers. Jolems are wanted at \$44. Rants are obtainable at \$14.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa have sold at \$299 and \$287, and are in request at the latter rate. Hongkong and Kowloon Wharves have declined to 397, with sellers. New Amoy Docks are quiet at 325.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have been placed at \$193 and are still offering. Kowloon Lands are quiet at \$14. West Point have been placed at the improved rate of \$80, and are still wanted. Hongkong Hotels have sold at improving rates from \$133 to \$136 and are in demand at the higher figure. Humphreys Estates are in demand at \$124.

COTTON MILLS.—There are no changes to report in the quotations for the northern mills. Hongkong Cottons have advanced to \$13 with buyers.

MISCELLANEOUS.—Green Island Cements have improved to \$22 with buyers. A. S. Watsons have sold at \$16 and are offering. Electric are wanted at \$13 (old) and \$61 (new). Ropes have buyers at \$175. Tramways are in request at \$280. China Providents are in the market at \$63. Alhambra Cigars have further declined to \$300 nominal.

MEMOS.—William Powell, Limited, statutory general meeting to-morrow, the 19th instant. Fanjun Mining Company, Limited, notify that a final call of \$1 per share is due on the 15th November next.

C 312.00 PER DOZ.

L THE BEST

U AT THE

B PRICE.

W

H

OLD

PURE

MELLOW

312.00 PER DOZ

H. PRICE & CO.

12, QUEEN'S ROAD.

Hongkong, 10th October, 1901. [316]

THE

ROBINSON

PIANO CO., LTD.

"WASHBURN"

MANDOLINES.

GUITARS.

BANJOS

AT

COST PRICE

TO CLEAR PRESENT STOCK.

Hongkong, 14th October, 1901. [2063]

DAVID CORSAIR & SONS

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TAREAUING

ARNHOLD, KARBURG & CO.,

NEW ADVERTISEMENTS

NOTICE.

ATTENTION is called to the AUCTION SALE of HOUSEHOLD FURNITURE, &c., now being held at the House of the late Mr. J. J. FRANCIS, K.C., Magdalen Terrace, Magazine Gap.

The Sale will be resumed TO-DAY, at 11 A.M., commencing with 4408.

HUGHES & HOUGH, Auctioneers.

Hongkong, 19th October, 1901. [2665]

HONGKONG RIFLE ASSOCIATION.

THERE will be NO COMPETITION TO-DAY (SATURDAY), the 19th inst., but the Range will be open for Practice.

ALEX. MACKENZIE, Hon. Secretary.

Hongkong, 19th October, 1901. [191]

WANTED.

A PORTUGUESE CLERK for Bangkok; one with knowledge of Shorthand and Typewriting preferred.

Apply, stating Salary, to—

K., Care of Office of this Paper.

Hongkong, 19th October, 1901. [2668]

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship.

"HALOONG."

Captain Bathurst, will be despatched for the above port TO-DAY, the 19th inst., at 4 P.M.

For Freight or Passage, apply to—

DOUGLAS LAMPAK & CO., General Managers.

Hongkong, 19th October, 1901. [2666]

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship.

"HAICHING."

Captain Davis, will be despatched for the above ports on MONDAY, the 21st inst., at DAYLIGHT.

For Freight or Passage, apply to—

DOUGLAS LAMPAK & CO., General Managers.

Hongkong, 19th October, 1901. [2667]

THE HONGKONG WEEKLY PRESS will be ready on Monday, and will contain—

The Court's Return and the Future.

Japan's Progress.

A Public Works Commission.

Disgraceful Road in Hongkong.

The Secretary of State and the Petition.

Legislative Council.

Sanitary Board.

Queen's Victoria Memorial Fund.

Departure of Sir John Carrington.

A Lighthanded Japanese in Hongkong.

H.E. the Governor and King Lien-shun.

Concert at Kowloon.

Tramways for Shanghai.

A New Life-Saving Apparatus.

Macao.

Swatow.

Tonkin Notes.

Correspondence.

Canton Insurance Office, Ltd.

North China Insurance Co., Ltd.

Trade at Newchwang.

Crickets.

Royal Hongkong Golf Club.

Hongkong Boat Club.

Football.

Hockey.

Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance; postage, \$2.

Extra copies 30 cents each (cash).

Copies can be posted from the Office to addresses sent; including postage, 34 cents each, or \$1 for three copies (cash).

Hongkong, 19th October, 1901.

CHRISTMAS GREETINGS IN ADVANCE.

A N early opportunity to those wishing to send GREETINGS to their relatives and friends at home.

I have just opened a Parcel of XMAS and NEW YEAR CARDS of various pretty designs and descriptions specially selected to suit the taste of young and old.

10 per cent. Discount for Cash.

The low prices are astonishing.

Inspection is kindly solicited.

H. RUTTONJEE,

No. 5, D'Aguilar Street,

Nos. 39 & 40, Elgin Road, Kowloon,

and also at

Messrs. Goetz & Co.,

No. 132, Wellington Street.

Hongkong, 17th October, 1901. [2648]

FOR SALE.

THE Steam-launch "TUNG FAT," Built under Foreign Superintendence. The

roughly Overhauled by Messrs. W. S. Bailey & Co., Engineers, and Certified to be in First-class

Order and Condition. The Launch is fitted in European Style, suitable for towing purposes

and for harbour use.

Length 63 feet, Beam 11 feet 5 inches, Depth 6 feet 3 inches in centre.

For further particulars, apply to—

LAUTS, WEGENER & CO.

Hongkong, 15th October, 1901. [2619]

FOR SALE.

THE well-known RACING YACHT "DAIT," newly Overhauled and in

First-class Condition. Complete with 2 Sets of SAILS, MOORINGS, DINGY, &c., &c. Very suitable for

Touring purposes.

Price \$375.

May be inspected at Ah King's SLU- WAT, Wanchai.

Apply to—

E. R., Care of Daily Press Office.

Hongkong, 17th October, 1901. [2649]

NOTICE.

THE Undersigned carry in Stock an extensive line of CIGARETTES and

CIGARETTES from the "GERMINAL" FACTORY of Manila, for which they are

Sole Agents in Hongkong. Prices moderate. Stock of specially selected quality. A trial

selected. Special Terms to Exporters.

T. M. STEVENS & CO.,

1, Duddell Street.

Hongkong, 2nd August, 1901. [193]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from the Executor of the late Mr. J. J. FRANCIS, K.C., to sell by Public Auction, TO-DAY (SATURDAY), the 19th inst., at 11 A.M. within the Residence

MAGDALEN TERRACE, MAGAZINE GAP,

The Whole of the

HOUSEHOLD FURNITURE

therein contained,

Comprising—

BECHERCHE BLACKWOOD TABLES,

STOOLS, &c., DRAWING-ROOM FURNI-

TURE, PEKING CUBOIS, SILK GOODS,

IVORIES &c., One Pair MASSIVE SILVER

LAMPS, One LAMP on OLD DRESDEN

CHINA STAND, One Pair READING

LAMPS on BLACKWOOD STANDS

TIENTSIN CARPET and RUGS (nearly

new), PAINTINGS and ENGRAVINGS,

COUCH, CHAIRS, &c., SIDEBBOARD,

DINING TABLE and CHAIRS, DINER

WAGON, SET OF VALUABLE GLASS

WARE, One RUSSIAN SAMOVOR,

NAREY CUTLERY and SILVER

WARE, DINNER and DESSERT SER-

VICES, BRUSSELS CARPET, DOUBLE

SINGLE BRASS and IRON BED-

STEADS, MARINBURK WARDROBE

with PLATE-GLASS DOOR, BOOK-

CASES, and a Large Number of CLASSI-

CAL and Other WORKS in ENGLISH

and GERMAN, MARBLE CLOCK, One

Pair OLD DRESDEN CHINA VASES

(hand-painted), &c., &c., PANTRY and KIT-

CHEN REQUISITES as usual.

And

A Large Assortment of PALMS and Other

PLANTS with POTS and STANDS, and one

BICYCLE (nearly new).

Terms:—As usual.

On View on Thursday, the 17th inst.

For Further Particulars, apply to

HUGHES & HOUGH,

Auctioneers.

Hongkong, 15th October, 1901. [2622]

PUBLIC AUCTION.

THE Undersigned has received instructions

to Sell by Public Auction,

MONDAY,

the 21st October, 1901, at 2.45 P.M., at

No. 4, CENTURY CHURCH, KENNEDY ROAD

(the Residence of Dr. C. G. GRELACH),

The Whole of his

VALUABLE HOUSEHOLD

FURNITURE,

Comprising—

FINELY CARVED BLACKWOOD

TABLES and PLACQUES, BOOKCASES,

MARINBURK WARDROBE, WARD-

ROBES, WASHSTANDS and WRITING

TABLE, DINING TABLE, DINNER

WAGGONS, CHIFFONIER, HAT-

STANDS, CARPET, RUGS and CUR-

TAINS, a Quantity of PHOTOGRAPHIC

GEAR, &c., &c., &c.

Also

A Quantity of PLANTS in POTS.

On View from Saturday, the 19th October.

Terms:—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 16th October, 1901. [2639]

SALE BY PUBLIC AUCTION

IN

ONE LOT

VALUABLE LEASEHOLD

PROPERTIES

at the Peak, Victoria, Hongkong, registered

in the Land Office as Rural Building

Lots Nos. 15 and 104,

on

MONDAY, 28th OCTOBER, 1901,

at 3 o'clock P.M.,

By Mr. H. N. MODY, at his Office.

Known as STOKES BUNGALOWS,

EAST and WEST.

Plans, Particulars, and Conditions of Sale

may be seen at the Office of

Messrs. DEACON & HASTINGS,

10, Queen's Road Central,

or of the Auctioneer.

Hongkong, 17th October, 1901. [2650]

THE REGISTRATION OF TRADE

MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF

TRADE MARK.

NOTICE IS HEREBY GIVEN that The

GANDY BELT MANUFACTURING

COMPANY, LIMITED, of SEA-

COMBE, near Chester, England, has on the 7th

day of JANUARY, 1901, applied for the registra-

tion, in Hongkong in the Register of TRADE

MARKS, of the following TRADE MARK:—

The representation of a roll of Belting having

across it the representation of a bale of Cotton

and the word "GANDY" and "GANDYS"

in the name of the said Company which claims

to be the proprietor thereof. The TRADE

MARK has been used by the applicant, in respect

of the following goods: Belts in Class 25. A

Facsimile of the TRADE MARK can be seen at

the Office of the Colonial Secretary of

Hongkong.

Dated the 19th day of August, 1901.

DENNIS & BOWLEY,

Solicitors for the Applicant.

THE WANCHAI STORING COMPANY

ARE now prepared to receive Goods for

Storage in their Godowns, situated on

PRAYA EAST (late McGregor Barracks).

Landing and Shipping of Cargoes is

facilitated by means of the spacious strong

Flot lately constructed in front of these

Godowns.

Terms Moderate.

Apply for further particulars to

GODOWNMAN ON PREMISES,

or to

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 10th August, 1901. [2603]

JOHN BROWNHILL, DECEASED.

MARY BROWNHILL, DECEASED.

NOTICE IS HEREBY GIVEN that all

Persons, Firms, or Companies having any

Claim or Claims against the Estates or Effects

of either of the above named deceased persons

must send in the particulars of their respective

Claims on or before the 31st day of NOVEMBER

next to the Administrator and Executor, JAMES

ROBERT MUDIE, whose address is at the

Office of C. EWENS, Solicitor, 35, Queen's

Road Central, Hongkong, after which said date

the said Administrator and Executor will pro-

ceed to wind up and distribute both Estates.

Dated this 8th day of October, 1901. [2563]

ENTERTAINMENT

ORGAN RECITAL

IN THE UNION CHURCH,

by

MR. GEORGE GRIMBLE,

on

TUESDAY,

the 22nd OCTOBER, 1901, at 5.30 P.M.,

Assisted by

Mrs. MUDIE and Messrs. C. H. LAMMERT,

MIROW and MOIR.

PROGRAMME:—

1. Grand Chœur... Alfred Hollins

2. Tenor Solo... From

Air "Lord no" Queen of C. Gonnard

your Aid" Sheba

Mr. C. H. LAMMERT.

3. (a) Canonza... W. Wolstenholme

(b) Serenata, Op. 15... M. Moszkowski

4. Violoncello and Organ "Adagio" G. Borch

Religioso, Op.

HONGKONG
BUSINESS DIRECTORY

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

BUILDERS

KANG ON,
Contractor, 30, D'Aguiar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged, Estimates given

CHEMISTS DRUGGISTS, &c.

THE VICTORIA DISPENSARY,
Chemists and Druggists, High-class Aca-
demic, Western, and Photographic
Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

JEWELLER

MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Tokio

PHOTOGRAPHERS

A FONG,
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Ivory Photographs, Oil
Paintings, &c.; 100 House Street.

MBE CHEUNG,
100 House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc.; Devel-
opment Works; Amateurs' Requisites

M. MUMEYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 3A, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

BISMARCK & CO.,
Navy Contractors, Ship Chandlery,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chandise, 144, Des Vaux Road.

MORE & SEIMUND,
43 and 45, Des Vaux Road. Shipchandlers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Commission ("Grey
hound Brand") and "Blundell
Spence & Co.'s Commission.

TAILORS

R. HAUGHTON & CO.,
Navy Military and Court, 15, Queen's Road,
Opposite Kuhn's Curio Store.

TOBACCONISTS

D. S. DADY BURJOR, "Los Filipinos,"
Importer of the Best Manila Cigars; 25
Pottinger Street.

WATCHMAKERS

DROZ & CO.,
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

OREGON LUMBER.

THE Undersigned, being closely connected
with the leading "MILLS at PORT-
LAND and PUGET SOUND, are always pre-
pared to book orders for any specifications at
LOWEST RATES.

SIEMSEN & CO.

Hongkong, 14th February, 1901. [50]

KWONG FUNG YUEN,
TIMBER MERCHANTS,
No. 222, Des Vaux Road West, Hongkong.
Have always on hand a large stock of
the following:—Timber,
AMERICAN PINE AND FIR, BANGKOK
TEAKWOOD, HARDWOOD, &c., &c.
(in Logs and Planks).
An inspection is respectfully solicited.
Hongkong, 5th September, 1901. [2382]

CARBOLINUM-AVENARIUS
USED FOR OVER TWENTY YEARS.
Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot, and Dampness.
Sole Agents for China,
LUTGENS, RINSTMANN & CO.,
Hongkong, 31st August, 1897.

H. F. CARMICHAEL
CONSULTING ENGINEER,
SURVEYOR AND CONTRACTOR,
QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL," HONGKONG.
A B C Code, 4th Edition.
A 1 Code.
Lieber's Standard Code.

TELEPHONE: 232.
Hongkong, 21st June, 1901. [1554]

R. J. REMEDIOS,
FOREIGN AND COLONIAL STAMP
DEALER.
No. 37, CAINE ROAD, HONGKONG.
Will be glad to send STAMPS on approval
to any address on receipt of satisfactory refer-
ences.
Is also prepared to purchase used POSTAGE
STAMPS in Large or Small Quantities for Cash.
AGENTS WANTED
15 to 25 per cent. Discount Allowed. [1395]

[ALL RIGHTS RESERVED.]
BITTEN AT MONTE CARLO.

BY
THE REV. E. J. HARDY
(Author of "How to be Happy Though Married,"
"Mr. Thomas Atkins," &c.).

(Continued.)

CHAPTER III.
An opportunity of returning to England did
not come for nearly two years, or until the
command of his vessel had terminated, and then
Wyndham got long leave of absence, and the
promise that when it was ended he would be
sent to his regimental depot. Here was a
chance for an alliance between Hymen and Mara.

One morning, an officer who was Wyndham's
great friend informed him that he had got a
furlough, and was going to leave the P. and O.
steamer at Brindisi, and go to the Riviera
where his people were stopping: would he
accompany him? Wyndham agreed to do so,
and the young men started off in high spirits.
They next found our friend at the large fashionable
Hotel Britannique at Mentone. Many of the
guests are walking about after their breakfast
amidst orange and other semi-tropical trees in
the grounds in front of the hotel. They are
smoking, talking, and listening to strolling
singers. After each song coins are thrown
down from bedroom windows to reward the per-
formers. But not from one window, for in this
a young lady is very ill, and her attendants
are not likely to pay for music which grates
upon her nerves and prevents her from sleep-
ing after a restless feverish night. On the
following day when Wyndham was walking
down a passage to his room, this sick girl was
carried past him, and the doctors had ordered
her to be moved into a larger apartment.
Could he believe his eyes? Was it his own
Margaret? How came she to be here, and so
ill? Did Wyndham had not written to
her from Margate Bingham for a con-
siderable time. He had not told her that he
was returning to England, because he was
afraid that at the last moment he might not
get leave, and because he wished to come as
a surprise. As for Margaret, she had been
suffering with a much loved aunt, who
had become very delicate, and was too busy
and too low spirited to write. On coming to
Mentone she got a chill from the Mistral wind
which settled upon her lungs.

After the girl had been carried past him, and
Wyndham had recovered from the feeling of
bewilderment which he had experienced on
recognising her, he went to the office of the
hotel, and asked the name of the sick lady who
carried past him. "Miss Bingham," said the
maid, "she is in the doctor's care, and he did not
allow her to be carried into one of the balconies,
so well situated that it was a veritable sun bath.
Here the young people spent most of the day
together, but Margaret, though enjoying Dick's
love, felt that it was not so enthusiastic and
self-forgetful as it had been when in its first
stage. To sit by her side was delightful at first,
but the pleasure had not enough "go" and action
to combat the ennui which was creeping over
her. What a selfish nature! "Why don't you get
stronger, faster, and walk and drive like the
others?" he once asked, half in jest. And as
she could not do this he sometimes left her and
joined picnic and riding parties. Margaret
noticed that it was at the suggestion of two
American girls, who thought much of an
English officer, that Dick did this, and then the
necessity of jealousy was added to the burden
of bodily sickness. Indeed the tables were now
turned. Once Margaret had been so cool to
Dick that she had been to buy a box of sol-
diers and think of them rather than of her; now
she was much more in love with the successful
officer who had acquired polish and savoir faire
than he was with her. Absence had increased
the love of Margaret, but it had decreased that
of Dick.

CHAPTER IV.
"When are you going to have your first
travelling companion and your first young
man who had joined them. "I'm not going to
make any attempt to break the bank," he
replied. "I have very little money, and very
much to do with it, and in my opinion the man
who does not bet is better than a better."
"But surely you won't be so near without
trying your luck just once? Think out a
system and have the courage to back it up if
it's only with a five-franc piece. We are going
over to lunch in the 'gamblers' train,' and
you had better come with us."

"No thank you," replied Dick. "A man who
is going home to be married as I am cannot
afford to throw away money. I may walk the
five or seven miles, which is it? to Monte Carlo,
for the sake of the views along the road, and
because I am curious to see the beautiful hell, but
it's precious little change they'll get out of me."
One of Wyndham's hotel acquaintances,
hearing the last remark, said that he would also
like to visit Wyndham at Monte Carlo well,
he would be happy to show it to him if he desired
his companionship. They set off, and never had
Wyndham such a beautiful walk. The colours
of the sea and of the rocks, the majestic hills upon
the land side, the dark green of orange trees,
the light green and silver grey of eucalyptus
and olive—these all bathed in the just-warm-
enough sunshine of a spring day made a scene
not easily forgotten.

When they came near the town Wyndham's
companions said to him, "We had better knock
the dust off our boots, put on gloves if we have
them, and do what we can to make ourselves
look respectable. Monte Carlo is as gentle as
it is wicked, and the soldiers belonging to
Prince's army of thirty-five men have orders
to prevent people entering the town who are
not dressed like ladies and gentlemen."

A stroll round the town and through the beau-
tiful gardens of the Casino, listening to the
band on the terrace, afternoon tea looking not
without disgust at the crowd of gamblers who
occupied the time until the hour came for
the train by which Wyndham and his friend
resolved to return to Mentone. It brought
them in time for table d'hôte dinner, at which
all the talk was about the wonderful luck of
one and the splendid "system" for breaking
the bank of another. Wyndham's curiosity
was so much aroused that he accepted the in-
vitation of his friend to go with him another
day to the Casino and "see the thing out."
This decision was greatly opposed to the
wishes of Margaret. Facts which she had heard
since coming into the neighbourhood of Monte
Carlo made her dread the place. She told
Dick of two Scotch ladies who came to the
Hotel Britannique, and went over one after
noon only to see Monte Carlo. They lost

everything in the Casino, and their tickets
back to Scotland had to be paid by the pro-
prietors. They were old, and yet they were
bitten by the gambling craze. She also related
how just before Dick arrived a diamond
merchant stopping at their hotel had com-
mitted suicide. One night on returning from
Monte Carlo, he said to a gentleman in the
smoking-room: "Have a game of billiards
with me, and don't let us bet on it just for
a change." "The gentleman himself told my
aunt," said Margaret, "and thought that 'just
for a change' was very pathetic. The diamond
merchant had been gambling so much about
everything that it was a pleasant change for
him to play a game without betting. Un-
fortunately he returned next day to the tables,
lost all, went to Paris to try and raise money,
did not succeed, and shot himself. Beware
then, my dearest, and don't give yourself away.
You know that you are mine, and not your own."
But Dick was not the simple boy he had been
when he went to India, and Margaret had not
as much influence over him. This she felt,
and also his thoughtless selfishness in joining
pleasure parties and leaving her alone. The
worry brought on a relapse, and pneumonia set
in. Of this Dick was unaware when he started
with his friend for a second visit to Monte
Carlo. They set out in the morning before the
doctor had paid his visit, and pronounced Mar-
garet to be dangerously ill. Wyndham advised
the rooms of the Casino, and was surprised that
there was so little excitement amongst the
players. They sat at long tables as quietly as
if they were doing business in a bank. One
thing, however, he did see which was different
from banking business. An English girl had
won, and had extended her hand for the money.
Fast as lightning a dark-looking, Jewish-faced
Russian put out his hand, and swept in the
coin. "The lady started," he said, and looked
at the man who had won, but he was too busy
appealing to the croupier for justice, but the
Casino is a palace of gambling, and not of
justice, and for fear of a row the croupier
nodded to the man to keep the money. At
Monte Carlo appearances are everything, and
morality is nothing. Wyndham was so dis-
gusted at the sight of the young lady almost
fainting, and having to be helped out of the
room; that he left it himself.

On another day, Wyndham without telling
Margaret returned to Monte Carlo. He
was not going to be tied by the apron strings of any
woman, even though she were sick, and the love
of his youth, and, as for danger, he was not the
sort of man, he fancied, who would be bitten by
the gambling craze.

After Wyndham had been some time in the
Casino, he thought that he would venture one
five-franc piece just to have the experience of
the thing. He did so, and was unfortunate
enough to win which made him try his luck
again. He won, so he also did when for a third
time he put money on.

Would he now go away? He was ashamed to
do so for people had come around to see the
great luck of the newcomer. He might surely
risk the money he had won. He did risk it and
lost. So badly bitten was he by the gam-
bling mania that he drew from his bank nearly
all his savings, and brought them to the Casino.
At first he won, then he lost, and then he lost
all. When he lost, he thought of Mar-
garet, the enthusiastic love he had felt when he
saw her come back. If he had taken her advice,
he reflected, he would have been delivered from
evil.

Hurrying wildly from the cursed Casino
and town, he returned to Mentone resolved,
after writing a farewell letter to Margaret and
arranging some other matters, to use against
himself the revolver he had often fired at
Alphons.

At the Mentone railway station he was met
by a messenger who had been sent to find him,
and to say that Miss Bingham was dying, and
wished to see him. Wyndham was so shocked
by the message that he thought no more of
destroying himself. The resolution was the
product of bad temper and of the feverish
selfishness which is in the air of Monte Carlo.
It was harder to live, but duty demanded
the harder alternative.

He decided to confess everything to Mar-
garet—his squandered savings, his intended
suicide, his sorrow for not having taken
her advice. He would tell her too that he
never meant to be unkind, but that he
had been carried away by the excitement
of a gambling atmosphere. He would assure
her that the strong first love of boyhood
had returned, and that no one else could take
her place in his heart. Alas! there was no time.
Richard Wyndham had only entered Mar-
garet's room and spoken a few words when
her soul passed beyond the changes and chances
of Monte Carlo and the life of mortal men.

Then and there Wyndham knelt down, and
threw himself on his knees, and every-
thing else that he could not approve, and im-
plored her spirit to forgive him for not being
more worthy of her. And now he is looking
forward to that perfect marriage day.

"When earth's lost love shall live once more,
When lack and loss shall pass away,
And all find all not found before."

[THE END.]

Next Week—"A FATAL FEAR," BY THE
LADY MIDDLETON.

SINGING, PIANO, MANDO-
LINE, BANJO, &c.
SIGNOR CATTANEO
has RESUMED TUITION.
TERMS—...\$10 per Month.
(Two Lessons PER WEEK).
Care of ROBINSON PIANO CO
Hongkong, 22nd April, 1901. [1321-1]

LESSONS IN FRENCH.

NEW and easy method of learning French
in a few months, mainly by conversation
with a Frenchman. Terms very moderate.
Please address—
B. R.,
Care of Office of this Paper.
Hongkong, 23rd February, 1901. [2135]

THE
Allenburys' Foods.
"PROGRESSIVE DIETARY, unique in providing nourishment suited to the growing digestive powers of young
infants from birth upwards, and free from dangerous germs."

"Allenburys' Milk Food No. 1
Specially adapted to the first three months of life.
"Allenburys' Milk Food No. 2
Similarly adapted to the second three months of life.
The "Allenburys' Malted Food No. 3
For infants over six months of age.
No. 3 Food is also specially recommended for Convalescents, Invalids, the Aged, and all requiring a light and easily digested diet.
The London Medical Record writes of it that—"No Better Food Exists."
Allen & Hanburys Ltd., London.
WARE MILLS, HERTFORDSHIRE.

SKIN TORTURES
And Every Distressing Irritation of the Skin
and Scalp Instantly Relieved by a
Bath with CUTICURA SOAP

And a single anointing with CUTICURA, the greatest skin cure and purifier of excellence.
This is the purest, sweetest, most speedy, permanent, and economical treatment for
torturing, disfiguring, itching, burning, bleeding, scaly, crusty, and pimply skin
and scalp humours with loss of hair, and has received the endorsement of physicians,
chemists, and nurses throughout the world.



beautifying the skin, scalp, hair, and hands.
No other foreign or domestic toilet soap,
however expensive, is to be compared with it for all the purposes of the toilet, bath, and
nursery. Thus it combines in One Soap at One Price, the best skin and complexion
soap, the best toilet soap and best baby soap in the world.

Complete External and Internal Treatment for Every Humour,
Constipation of CUTICURA SOAP, to cleanse the skin of crabs and scales and soften the thickened
cuticle. CUTICURA Ointment, to instantly allay itching, inflammation, and irritation, and soothe
and heal, and CUTICURA Lotion, to cool and cleanse the blood. A Six-Week Cure is often
sufficient to cure the most torturing, disfiguring, and humbling skin, scalp, and blood humours,
with loss of hair, when all else fails. Sold throughout the world. List Depot: R. TOWERS &
Co., Sydney, N. S. W. Sole African Depot: LEARNER LTD., Cape Town. "All about the Skin,
Scalp, and Hair," free. FORTY DOLLAR CURE. COUP, Sole Tropic, Boston, U. S. A.

[52-13]

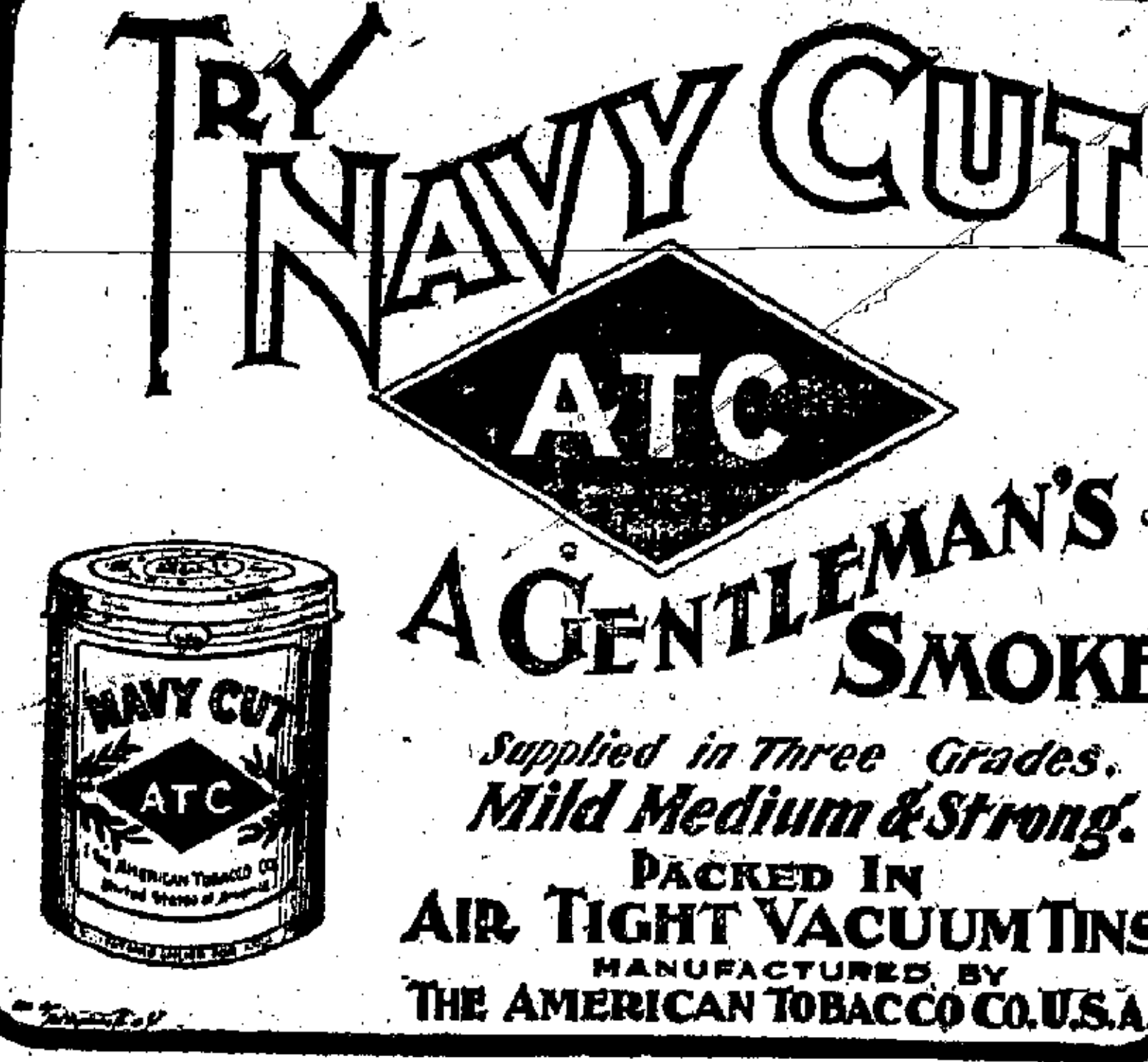


Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND. [2652-3]

SWEET CAPORAL
Cigarettes
Purest & Best.



TRY
NAVY CUT
ATC
A GENTLEMAN'S
SMOKE



Supplied in Three Grades.
Mild Medium & Strong.
PACKED IN
AIR TIGHT VACUUM TINS
MANUFACTURED BY
THE AMERICAN TOBACCO CO. U.S.A.

[1755]

THE
Allenburys' Foods.
"PROGRESSIVE DIETARY, unique in providing nourishment suited to the growing digestive powers of young
infants from birth upwards, and free from dangerous germs."

"Allenburys' Milk Food No. 1
Specially adapted to the first three months of life.
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Similarly adapted to the second three months of life.
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Allen & Hanburys Ltd., London.
WARE MILLS, HERTFORDSHIRE.

NOTICES TO CONSIGNEES

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KIAUTSCHOU,"
OF THE HAMBURG-AMERICA LINE,
having arrived, Consignees of Goods are hereby
informed that their Goods, with the exception
of Opium, Treasures, and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Co., Limited, Kowloon, whence delivery
may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 2 P.M.
To-morrow, the 15th instant.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 21st inst., will be sub-
ject to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on TUESDAY, the 22nd inst., and
THURSDAY, the 24th inst., at 9.30 A.M.

All claims must reach us before the 3rd
November, or they will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the
undersigned.

NORDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.

Hongkong, 15th October, 1901. [9]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"DARDANUS"

are hereby notified that the Cargo is being dis-
charged into Craft, and/or landed at the Go-
dovns of the Hongkong and Kowloon Wharf
and Godown Company, Ltd., in which cases it
will lie at Consignees' risk. The Cargo will
be ready for delivery from Craft or Godown on
and after the 16th instant.

Optional Cargo will be landed unless notice
has been given prior to steamer's arrival.
Goods undelivered after the 23rd instant
will be subject to rent. All damaged Goods
must be left in the Godowns, where they will be
examined at 11 A.M. on the 21st instant.

No Fire Insurance has been effected.
BUTCHFIELD & SWIRE,
Agents.

Hongkong, 14th October, 1901. [15]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND
STRAITS.

THE Steamship

"GLENSHIEL"

having arrived from the above ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godovns of the Hongkong and Kowloon Wharf
and Godown Co., Limited, at Kowloon, where
each consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

Goods not cleared by the 20th instant
will be subject to rent.

No Fire Insurance has been effected.

All damaged packages must be left in the
Godovns, and a certificate of the damage ob-
tained from the Godown Co. within ten days
after the steamer's arrival, after which no
claims will be received.

McGEEGOR BROS. & GOW.
Hongkong, 14th October, 1901. [2613]

Clarke's Blood Mixture

"FOR THE BLOOD IS THE LIFE."

THE WORLD-FAMED BLOOD PURIFIER AND

RESTORER

IS WARRANTED TO CURE THE BLOOD from
all impurities from whatever cause arising.
For Scrofula, Scurvy, Eczema, Skin and Blood
Diseases, Blackheads, Pimples, and Sores of all kinds, it
is a never-failing and permanent Cure. It
cures the Blood from all impurities, therefore,
Cures Sores on the Neck.
Cures Sore Legs.
Cures Blackheads or Pimples on the Face.
Cures Scurvy.
Cures Ulcers.
Cures Blood and Skin Diseases.
Cures Glandular Swellings.
Cures the Blood from all impure Matter from which
every cause arising.

It is a real specific for Gout and Rheumatic pains.
It removes the cause from the Blood and Bones.
As this Mixture is so good for the blood, as
warranted free from anything injurious to the most deli-
cate constitutions of either sex, the Proprietors solicit
sufferers to give it a trial to test its value.

Mr. Stephen Morgan writes: "I have suffered since
1880 with a various rheumatic leg, and have been un-
der five doctors. I also attended two hospitals, but
at one they suggested that I should have my leg off,
and at the other that I should have the veins leached
and tied up. You may guess my feelings, therefore, I
found myself now cured by taking 'Clarke's Blood
Mixture' and applying 'Clarke's Mineral Salve',
especially as I have a family of eight children. My
leg measured 19 in. round the knee. The other, and
part of my work I have done on my knees. The mat-
ter coming from my leg was as black as soot, but it
has now completely healed up, and I am out of agony,
aching not known to me for the past eight years. I
must say I think my case a marvellous one. I com-
menced taking 'Clarke's Blood Mixture' in July, 1899,
and the coat has been on my small foot to try the effect
first, and finding the proper remedy, then ten large
ones, also a few pots of the salve, and my leg not
off. I have spent pounds in other remedies, but they
have been no good to me. I shall be pleased to answer
any questions, and can send brochures and sisters can
see my leg for themselves. You can make any use of
this letter for the public good."

31, Mulken-road, St. John's-road, Upper Hollo-
way, London, N. W. 8, May 28, 1899.

THOUSANDS OF TESTIMONIALS OF WON-
DERFUL CURES FROM ALL PARTS
OF THE WORLD.

Clarke's Blood Mixture is sold in Bottles, 2s. 6d.
each, and in cases containing six times the quantity,
11s.—sufficient to effect a permanent cure in the great
majority of long-standing cases BY ALL CHEMISTS
and PATENT MEDICINE VENDORS throughout
the world. Proprietors, THE LINDCOLN AND MID-
LAND COUNTIES DRUG COMPANY, LINCOLN, ENGLAND.
Trade Mark—"BLOOD MIXTURE."

CAUTION.—Purchasers of Clarke's Blood Mixture
should see that they get the genuine article. Worth-
less imitations and substitutes are sometimes palmed
off by unprincipled vendors. The words "Lincoln
and Midland Counties Drug Company, Lincoln, Eng-
land," are engraved on the Government Stamp, and
"Clarke's World-famed Blood Mixture," blown in the
bottle, WITHOUT WHICH NONE ARE GENUINE.

Q U A N W A H & C O .

DEALERS IN
ITALIAN MARBLE AND GRANITE
MONUMENTS.

DESIGNS & PRICES ON APPLICATION
at No. 1, Queen's Road East, Hongkong.

Hongkong, 17th October, 1901. [2646]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked A, nearest Hongkong B, midway between Hongkong and Kowloon C, and those vessels berthed at the Kowloon Wharf A.C., together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL.	BENGAL	Brit. str.	2 m.	A. L. Valentini	P. & O. S. N. Co.	On 26th inst., at Noon.
LONDON	CANTON	Brit. str.	2 m.	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
LONDON	CALCUTTA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 29th inst.
LONDON	NESTOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 12th November.
LONDON & ANTWERP via MARSEILLES, &c.	MAHON	Brit. str.	2 m.	R. Trent	NIPPON YUSEN KAISHA	On 1st Nov., at Daylight.
LIVERPOOL DIRECT	DAEDANUS	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 15th November.
BREMEN, via PORTS OF CALL.	SACHSEN	Ger. str.	2 m.	W. Franke	MESSAGERIES MARITIMES	On 31st inst., at Noon.
MARSEILLES, &c., via PORTS OF CALL.	LAOS	Fren. str.	2 m.	Riquier	MESSAGERIES MARITIMES	On 21st inst., at 1 p.m.
HAVRE, BREMEN & HAMBURG	KONTORBERG	Ger. str.	2 m.	Christiansen	HAMBURG-AMERIKA LINIE	To-day.
HAVRE & HAMBURG	DAMBERG	Ger. str.	2 m.	Zurhoben	HAMBURG-AMERIKA LINIE	On 2nd November.
HAVRE & HAMBURG	SEGOWIA	Ger. str.	2 m.	Foerck	HAMBURG-AMERIKA LINIE	On 16th November.
HAVRE & HAMBURG	MARBURG	Ger. str.	2 m.	Zacharias	HAMBURG-AMERIKA LINIE	On 30th November.
HAVRE & HAMBURG	SUEVIA	Ger. str.	2 m.	Borok	HAMBURG-AMERIKA LINIE	On 14th December.
HAVRE & HAMBURG	NUERNBERG	Ger. str.	2 m.	Mayer	HAMBURG-AMERIKA LINIE	On 28th December.
HAVRE & HAMBURG	SERBIA	Ger. str.	2 m.	Brehmer	HAMBURG-AMERIKA LINIE	On 11th January.
NEW YORK via PORTS & SUEZ CANAL	SATSUMA	Brit. str.	2 m.		DODWELL & CO., LIMITED	On 26th inst.
NEW YORK	MANUEL LLAGUNA	Amr. ship.	1 m.		SHEWAN, TOMES & CO.	On or about 25th inst.
NEW YORK	CLAYDALE	Ger. str.	1 m.	A. Smith	SHEWAN, TOMES & CO.	On 12th November.
NEW YORK via SUEZ CANAL	ADANA	Brit. str.	1 m.	F. Bement	SHEWAN, TOMES & CO.	On 15th December.
NEW YORK via SUEZ CANAL	ADAMA	Brit. str.	2 m.	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 23rd inst.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	E. Beetham, R.N.R.	CANADIAN PACIFIC R. CO.	On 1st November.
VICTORIA, B.C., & TACOMA via SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	W. Frakes	DODWELL & CO., LIMITED	To-day, at 4 p.m.
SAN FRANCISCO via SHANGHAI, &c.	GLORIOLE	Jap. str.	2 m.	P. L. Pyne	NIPPON YUSEN KAISHA	On 29th inst., at Noon.
SAN FRANCISCO via SHANGHAI, &c.	KINSHU MARU	Amr. str.	2 m.		O. & O. S. N. Co.	On 26th inst.
SAN FRANCISCO via SHANGHAI, &c.	NIPPON MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst., at 4 p.m.
SAN FRANCISCO via SHANGHAI, &c.	STRATHGYLE	Brit. str.	2 m.	Holms	BUTTERFIELD & SWIRE	On 25th inst., at 4 p.m.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	2 m.	A. E. Moses	BUTTERFIELD & SWIRE	On 12th November.
AUSTRALIAN PORTS	CHANGSHU	Brit. str.	2 m.	Blaffer	SANDER, WIELER & CO.	To-morrow, at Daylight.
AUSTRALIAN PORTS	MAHOUIS BACQUEHEM	Amr. str.	2 m.	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	On or about 20th inst.
YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	2 m.	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
YOKOHAMA & KOBE	HITACHI MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 20th inst.
YOKOHAMA & KOBE	TOKA MARU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On or about 21st inst.
NAGASAKI	PAKHAI	Fren. str.	2 m.	Seller	MESSAGERIES MARITIMES	On or about 23rd inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ANAN	Brit. str.	2 m.	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On or about 30th inst.
SHANGHAI	MAZAGON	Brit. str.	2 m.	G. W. Cookman, R.N.R.	MITSUBI BUSSAN KAISHA	On 30th inst.
SHANGHAI	MAIDZURU MARU	Jap. str.	1 m.	K. Suzuki	MITSUBI BUSSAN KAISHA	On 23rd inst., at Daylight.
ANPING, via SWATOW & AMOY	ANPING MARU	Jap. str.	1 m.	S. Asami	MITSUBI BUSSAN KAISHA	To-morrow.
FOOCHOW, via SWATOW & AMOY	DAIGI MARU	Jap. str.	1 m.	Kitano	DOUGLAS LAFFRAIR & CO.	To-day, at 4 p.m.
TAMSU, via SWATOW & AMOY	HAICHONG	Brit. str.	2 m.	Davis	DOUGLAS LAFFRAIR & CO.	To-day, at Daylight.
SWATOW, AMOY & FOOCHOW	LOONGSANG	Brit. str.	2 m.	Weigall	JARDINE, MATHESON & CO.	To-day, at 3 p.m.
MANILA	PERLA	Brit. str.	2 m.	J. E. McArthur	SHEWAN, TOMES & CO.	On 23rd inst., at 5 p.m.
MANILA DIRECT	SURUGA MARU	Jap. str.	2 m.	A. E. Moses	NIPPON YUSEN KAISHA	On 25th inst.
MANILA	YAWATA MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst., at 4 p.m.
MANILA	CHANGSHA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 12th November.
MANILA	KAGOSHIMA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 26th inst., at Noon.

SHIPPING.

ARRIVALS.
Oct. 18, ARIAKE MARU, Japanese str., 2,900, T. Tazaki, Japan 12th Oct., Coal.—M. B. KAISHA.
Oct. 18, DAIGI MARU, Jap. str., 847, Kitano, Swatow 17th October, General.—M. B. KAISHA.
Oct. 18, DORIC, British str., 1,575, H. Smith, R.N.R., San Francisco 20th September, Honolulu 27th, Yokohama 10th October, Kobe 11th, Nagasaki 13th and Shanghai 14th, Mails and General.—O. & O. S. N. Co.
Oct. 18, DORIC, French str., 3,720, Vedione, Haiphong 13th October.—MESSAGERIES MARITIMES.
Oct. 18, FOOKSANG, British str., 991, R. V. Anderson, Chio 2nd Oct., General.—JARDINE, MATHESON & CO.
Oct. 18, INDEPENDENT, German str., 871, A. Hols, Chio 12th October, General.—SANDER, WIELER & CO.
Oct. 18, MARBURG, German str., 5,900, Lauchard, Hamburg 4th Sept., General.—HAMBURG-AMERIKA LINIE.
Oct. 18, RAPONZELLE, British str., 1,889, C. Bindler, Moji 13th October, Coals.—SHEWAN, TOMES & CO.
Oct. 18, SULLBERG, German str., 782, J. Jesson, Canton 18th Oct., General.—SIEMSEN & CO.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
18th October.
Aoyama, German str., for Hoihow.
Fooksang, British str., for Canton.
Fushun, British str., for Shanghai.
Hakata Maru, Japanese str., for Singapore.
Indrapura, British str., for Moji.
Kasuga Maru, Japanese str., for Nagasaki.
Koenigsberg, German str., for Singapore.
DEPARTURES.
18th October.
FUSHUN, British str., for Shanghai.
HAKATA MARU, Japanese str., for London.
INDRAPURA, British str., for Portland.
KASUGA MARU, Japanese str., for Japan.
MACDUFF, British str., for Moji.
NIVE, French transport, for Tonkin.
PAXMAN, British str., for Amoy.
PYRENEUS, British str., for London.
TATCHEW, German str., for Bangkok.
TRIESTE, Austrian str., for Trieste.
WIMPOA, British str., for Ningpo.
WINGANG, British str., for Swatow.

VESSELS IN DOCK.

18th October.
Kowloon Dock—Canton River, Eleana, Cebu, H.M.S. Argonaut, Trinam.

SHIPPING REPORT.

The Japanese steamer *Daig Maru*, from Swatow 17th inst., had moderate gale from N.E. with heavy following sea.
The British steamer *Radnorshire*, from Moji 13th inst., experienced very heavy N.E. gale with very heavy sea especially in Forno Channel, surface current setting 13 knots per hour S.W., weather moderating after passing Breaker Point.

VESSELS ON THE BERTH.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Timor, Port Darwin and Queensland Ports), and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship.

"AUSTRALIAN."
Captain Helms will be despatched for the above ports on THURSDAY, the 24th inst., at 4 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.
Hongkong, 4th October, 1901. [2546]

VESSELS ON THE BERTH.

POSTPONEMENT.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain Weigall, will be despatched as above TO-DAY, the 19th inst., at 3 p.m.

This Steamer has superior accommodation for First-class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 17th October, 1901. [2562]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"MARQUIS BACQUEHEM."

Captain Blaffer, will leave for the above places TO-MORROW, the 20th inst., at DAYLIGHT.

For Freight or Passage, apply to SANDER, WIELER & CO., Agents.

Hongkong, 14th October, 1901. [6]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI, via SWATOW AND AMOY.

THE Company's Steamship

"DAIGI MARU."

Captain Kitano, will be despatched for the above ports TO-MORROW, the 20th inst.

For Freight or Passage, apply to THE MITSUBI BUSSAN KAISHA, Agents.

Hongkong, 14th October, 1901. [17]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN, AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 21st October, 1901,

at 1 p.m., the Company's Steamship "LAOS," Captain Riquier, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Special will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Special and Parcels until 3 p.m. on the 20th October. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

P. DE CHAMPMORIN, Acting Agent.
Hongkong, 9th October, 1901. [2]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ANNAM."

Captain Seller, will be despatched for the above ports on or about MONDAY NEXT, the 21st inst., instead of as previously notified.

For Freight or Passage, apply to P. DE CHAMPMORIN, Acting Agent.

Hongkong, 17th October, 1901. [2]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).
"EMPEROR OF CHINA," Comdr. E. Archibald, R.N.R., WEDNESDAY, 23rd Oct., 1901
"TARTAR," 4,425 Tons, Comdr. E. Beetham, R.N.R., WEDNESDAY, 24th Nov., 1901
"EMPEROR OF INDIA," Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 20th Nov., 1901
"ATHENIAN," 3,882 Tons, Capt. H. Mowat, WEDNESDAY, 4th Dec., 1901
"EMPEROR OF JAPAN," Comdr. H. Pybus, R.N.R., WEDNESDAY, 18th Dec., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent to the PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS; (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA AND JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passengers accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unsuited on the Pacific, also Steerage.

The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 1st October, 1901. [10]

NORTHERN PACIFIC

STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Tons. Captain. Proposed Sailing.

GLENGOLE 3,750 W. Frakes November 1st

CLAYBERRY 3,325 J. Barker November 14th

BEAUMAR 3,601 W. Watt November 26th

WYFIELD 3,235 G. Cartner December 10th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, £32.
Excellent accommodation. First-class Table. Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, £43.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £22.
The best route to the Klamath Gold Fields. Frequent sailings from Victoria and Tacoma to DRYA and St. MICHAEL.

Rates of Passage to other Points on application.
A Special Rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 2nd October, 1901. [11]

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
KOENIGSBERG	HAVRE, BREMEN & HAMBURG (Calling at Singapore and Penang)	On 19th Oct.	Freight and Passengers.
HAMBURG	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 2nd Nov.	Freight.
SEGOWIA	HAVRE, BREMEN & HAMBURG (Calling at Singapore and Penang)	On 16th Nov.	Freight.
MARBURG	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 30th Nov.	Freight.
SUEVIA	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 14th Dec.	Freight.
NUERNBERG	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 28th Dec.	Freight.
SERBIA	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 11th Jan.	Freight.

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

Hongkong, 7th October, 1901. [1051]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON	CANTON	Noon, 19th October	Freight or Passage.
YOKOHAMA	C. F. Lockstone, R.N.R.	October	
YOKOHAMA via SHANGHAI and KOBE	JAPAN	About 20th October	Freight or Passage.
(Passing through the Inland Sea)	C. C. Talbot, R.N.R.	October	
SHANGHAI	PARRAMATTA	About 28th October	Freight or Passage.
	R. T. Cook, R.N.R.	October	
LONDON, &c.	BENGAL	Noon, 26th October	See Special Advertisement.
	A. L. Valentini	October	
SHANGHAI	Mazagon	About 30th October	Freight only.
	G. W. Cookman, R.N.R.	October	

PASSENGER SEASON 1902.

For MARSEILLES, PLYMOUTH, ORIENTAL, 5,284 Tons, 29th March.

and LONDON DIRECT, MALTA, 6,064 Tons, 12th April.

WITHOUT TRANSHIPMENT. For Further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 14th October, 1901. [1]

IMPERIAL GERMAN MAIL

LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, TCR, SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"LAERTES"	On 20th October.
GLASGOW and LIVERPOOL	"MACHAON"	On 23rd October.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 26th October.
GLASGOW and LIVERPOOL	"ACHILLES"	On 6th November.
HOMEWARDS.		
TO	STEAMERS	DATE
LONDON	"GALCHAS"	On 20th October.
LONDON	"NESTOR"	On 24th November.
LONDON	"MACHAON"	On 28th November.
LIVERPOOL DIRECT	"DAEDANUS"	On 16th November.

(Taking Cargo at London Rates)
The S.S. "LAERTES" left Singapore on the 15th inst., and is due in Hongkong on the 20th inst.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 7th October, 1901.

[15]

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
TIENTSIN	"PAKHOT"	On 20th October.
MANILA	"SUNGKIANG"	On 24th October.
MANILA	"CHANGSHA"	On 12th November.
PORT DARWIN	"CHANGSHA"	On 12th November.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A daily qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th October, 1901.

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THE CHINA & MANILA STEAMSHIP
COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's Steamship

"PERLA"
Captain J. E. McArthur, will be despatched as above on WEDNESDAY, the 23rd instant, at 5 p.m.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.
For Freight or Passage, apply to
SHEWAN TOMES & CO.,
General Managers.

Hongkong, 16th October, 1901.

[2640]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship

"YAWATA MARU"
3373 tons gross, Captain A. E. Moses, will be despatched for the above port on FRIDAY, the 25th instant, at 4 p.m.

This new Mail Steamer is especially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewardess carried.

For Freight and Passage, apply to
A. E. MURRAY,
Manager.

Hongkong, 17th October, 1901.

[2653]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"BENGAL"
Captain A. L. Valentin, carrying His Majesty's Mail, will be despatched from this port on SATURDAY, the 20th October, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
H. A. KITCHIE,
Superintendent.

Hongkong, 14th October, 1901.

[1]

REGULAR STEAMSHIP SERVICE TO
NEW YORK

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"SATSUMA" On 28th October.

"KURDISTAN" On 5th November.

"LENOX" On 20th November.

"RICHMOND CASTLE" End of November.

"ORONSAY" On 20th November.

"HILLOLEY" On 20th November.

"LOWTHER CASTLE" On 20th November.

For Freight and further information, apply to
DODWELL & CO., LTD.
Agents.

Hongkong, 4th October, 1901.

[1739]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

"BANIA, British ship, Brownell—Order.
"CELESTE BUREAU, British ship, Jeffry—Order.

HELEN A. WYMAN, American ship, Vanhook—Arnhold, Karberg & Co.
"STANDARD OIL CO. American ship, Colcord—Standard Oil Co.
W. H. CONNER, American ship, Colcord—Standard Oil Co.

VESSELS ON THE BERTH.

U. S. MAIL LINES

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	TUESDAY, 20th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.
"COPTIC"	WEDNESDAY, 20th November, at Noon.
"CITY OF PEKING"	SATURDAY, 7th December, at Noon.
"GABLIC"	SATURDAY, 14th December, at Noon.

THE O. & O. S.S. Co.'s Steamship "DORIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 20th October, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, to the Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold, or for further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 19th October, 1901.

[3-4]

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.IN CONNECTION WITH THE
ATCHEFSON, TOPEKA AND SANTA FE
RAILROAD CO.PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU,
THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

S.S. "STRATHGYLE" On 26th October.

S.S. "KVAERN" On 30th November.

S.S. "THYRA" On 15th December.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on SATURDAY, the 26th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.

Hongkong, 18th October, 1901.

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

(ROB. M. SLOMAN & CO., HAMBURG.)

FOR NEW YORK.

THE full-powered Steamship

"CLAUDEDALE"

will be despatched for the above port on the 11th November.

For Freight, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 15th October, 1901.

NATAL LINE OF STEAMERS.

THE undersigned GENERAL AGENTS in CHINA and JAPAN for the above Lines are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.

Hongkong, 4th August, 1897.

HONGKONG.

STEAMERS.

Apenrade, German str., 611, Lorenzen, Oct. 14.
Jensen & Co.

Ariake Maru, Jap. str., 2,900, Tanaka, Oct. 18.
M. B. Kaisha

Bennet, British str., 1,935, Wallace, Oct. 16.
Gibb, Livingston & Co.

Bygon, Norwegian str., 771, Carlsen, Oct. 9.
Sunder, Wieler & Co.

Canton, British str., 2,164, Lockstone, Oct. 17.
P. & O. S. N. Co.

Cebu, Amr. str., 618, Inchusgarri, Sept. 29.
Brandao & Co.

China, Amr. str., 3,137, Seabury, Oct. 10.
P. M. S. Co.

Daigai Maru, Jap. str., 946, Kitano, Oct. 18.
Mitsui Bussan Kaisha

Devonshire, British str., 1,254, Coall, Oct. 17.
Butterfield & Swire

Devonshire, Ger. str., 1,037, Textor, Oct. 16.
Butterfield & Swire

Dordogne, French str., 3,723, Vodiene, Oct. 18.
Messageries Maritimes

Doric, British str., 4,375, Smith, Oct. 18.
O. & O. S. S. Co.

Eleano, American str., 510, Altonage, Sept. 3.
Brandao & Co.

Empress of China, Brit. str., 3,003, Archibald, Oct. 1, C. P. R. Co.

Fookang, British str., 991, Anderson, Oct. 18.
Jardine, Matheson & Co.

Gloucester City, British str., 1,409, Nilsson, Oct. 13, Order.

Hallong, British str., 783, Bathurst, Oct. 17.
Douglas Laiprak & Co.

Hiao Maru, Jap. str., 1,087, Nakagoe, Oct. 17.
Chinese

Hongkong, French str., 862, Panier, Oct. 16.
H. B. Martz

Hong Maru, British str., 2,056, Peters, Oct. 14.
Chinese

Hyson, British str., 2,880, Davies, Oct. 17.
Jardine, Matheson & Co.

Independent, German str., 871, Holtz, Oct. 16.
Sander, Wieler & Co.

Kagoshima Maru, Jap. str., 2,731, Kori, Oct. 10.
Nippon Yusen Kaisha

Kinshu Maru, Jap. str., 2,459, Pyne, Oct. 11.
Nippon Yusen Kaisha

Koenigsberg, Ger. str., 3,135, Christianson, Oct. 16, Hamburg-Amerika Linie

Loongang, British str., 1,030, Weigall, Oct. 14.
Jardine, Matheson & Co.

Loyal, German str., 1,006, Weidlich, Oct. 15.
Sander, Wieler & Co.

Marburg, German str., 5,900, Lacharrie, Oct. 18.
Hamburg-Amerika Linie

Omsang, British str., 1,787, Davis, Oct. 11.
Jardine, Matheson & Co.

Pahed, British str., 1,248, Williams, Oct. 15.
Butterfield & Swire

Pelayo, British steamer, 1,100, Prynn, Oct. 16.
G. McLean

Pelso, British steamer, 170, Connel, Oct. 15.
Arnhold, Karberg & Co.

Radnorshire, Brit. str., 1,889, Bindless, Oct. 18.
Shewan, Tomes & Co.

Rajaburi, German str., 1,189, Ahlborn, Oct. 14.
Butterfield & Swire

Sainahedji, Dutch str., 1,235, Zwart, Oct. 17.
Meyer & Co.

Sandakan, German str., 1,374, Brandstetter, Oct. 7, Melchers & Co.

Sullberg, German str., 782, Jenson, Oct. 16.
Slomson & Co.

Tsinnu, British str., 1,460, Anderson, Oct. 15.
Butterfield & Swire

SAILING VESSELS.

Albania, British ship, 1,438, Brownell, Sept. 26, Order.

Geo. Valentini, French bk., 766, Harbert, Aug. 25, Order.

Helen A. Wyman, Amr. ship, 1,064, Vanhook, Sept. 10, Arnhold, Karberg & Co.

H. J. Albrecht, German schr., 701, Andersen, Oct. 10, Master

Keatmore, British ship, 2,347, Bandy, Sept. 19, Standard Oil & Co.

Launborger, Brit. bark, 1,215, McDougall, Aug. 14, Master

Lucia, British bark, 640, Andersen, Oct. 2, Manuel Llaguno, Amr. ship, 1,650, Nichols, June 30, Standard Oil Co.

Sea Witch, Amr. ship, 1,172, Howes, Feb. 21, Master

State of Maine, Amr. ship, 1,497, Colcord, Sept. 8, Standard Oil Co.

W. H. Conner, Amr. ship, 1,523, Colcord, Sept. 26, Standard Oil Co.

Koenigsberg, Ger. str., 3,135, Christianson, Oct. 16, Hamburg-Amerika Linie

Loongang, British str., 1,030, Weigall, Oct. 14, Jardine, Matheson & Co.

Loyal, German str., 1,006, Weidlich, Oct. 15, Sander, Wieler & Co.

Marburg, German str., 5,900, Lacharrie, Oct. 18, Hamburg-Amerika Linie

Omsang, British str., 1,787, Davis, Oct. 11, Jardine, Matheson & Co.

Pahed, British str., 1,248, Williams, Oct. 15, Butterfield & Swire

Pelayo, British steamer, 1,100, Prynn, Oct. 16, G. McLean

Pelso, British steamer, 170, Connel, Oct. 15, Arnhold, Karberg & Co.

Radnorshire, Brit. str., 1,889, Bindless, Oct. 18, Shewan, Tomes & Co.

Rajaburi, German str., 1,189, Ahlborn, Oct. 14, Butterfield & Swire

Sainahedji, Dutch str., 1,235, Zwart, Oct. 17, Meyer & Co.

Sandakan, German str., 1,374, Brandstetter, Oct. 7, Melchers & Co.

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SIEN TING

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